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COMMERCE
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THE FIXING OF
RATES AND FARES

THE FIXING OF RATES AND FARES

*A Series of Evening Lectures to Students
given at the Victoria University Manchester*

BY

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INTRODUCTION

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Manchester.*

READERS of this book will soon discover for themselves that it contains a more exhaustive description of railway charges in this country and of the legal limitations imposed upon them than is to be found, perhaps, in any other work. Railway men will of course welcome the information collected for them; and those like myself whose interest is rather scientific than practical will be none the less grateful. As the Israelites in Egypt complained that they could not make bricks without straw, so economists to-day might equally complain that they cannot construct any but the most abstract theories without facts. And all business facts are not easily elicited. Many business men cultivate a not altogether incomprehensible reticence about their affairs. But we may look forward with confidence to the conviction increasingly gaining ground that there is usually more to be gained than lost from publicity. Collections of facts systematically ordered, and theorizing and discussion about them, may be trusted to afford hints to the business man, if only of hasty generalizations to be avoided, and to provide him with the equivalent of the scientific enlightenment of mechanics to the practical engineer. At any rate those interested in and responsible for the teaching bearing upon railway matters at the Manchester University may be taken to agree upon this point, that it is desirable to present the young man entering on the railway business with a succinct and ordered account of the working of the railway system as a whole, of its growth and its peculiarities in different countries, and of the dicta of economic science

in connection with it. We are only on the threshold of our teaching. It should broaden and become more systematized, but its main aim must not cease to be what it is now, to awaken the interest, broaden the outlook, strengthen the judgment and evoke the critical and originaive powers of the aspirant for an honourable position in the railway world. This end is more important than to render the student's mind a storehouse of pigeon-holed information. The goal to aim at being clearly discerned, it was desirable that, as regards the courses on railway matters at the Manchester University, teaching should be shared between men of affairs and academic instructors. The lectures in this volume were the contribution of a man of affairs who is a recognized authority on the subject with which he deals and who, moreover, has done much to shape and bring into being the scheme of education of which his lectures form a part. I trust that the future may see the publication of many other studies of the like kind.

The subject of railway charges was divided between Mr. Marriott and myself. A portion of his share of the work is now before the public. Mine was the exposition of the pure theory of railway charges, i.e. the elucidation of the mode in which the influences, known generally as demand and supply, determine the prices charged for the different services offered by the railway companies. The subject is a very complex one presenting certain unique peculiarities. Railways, because of the magnitude of the capital which must be sunk in each undertaking, because of the necessity of a permanent way which can only be secured through legal powers, and because of the economies of centralized management, must partake of the nature of monopoly, though they are not by any means removed wholly from the sphere of competition. They sell "transportation," as Mr. Marriott points out, and the value of this to the several businesses and persons in the community varies almost *ad infinitum*. Thus the task of the railways in settling the most paying rates, were they *pure* monopolists, would present a tangled forest of complexities, and these complexities are rendered more rather than less confusing

by the interweaving of competition and monopoly in the conditions under which the railways operate. They have to try to hit upon the rates which pay best in view of the probable costs of providing different quantities of transportation, and of the diverse charges which the several kinds of business offered will bear. One simple generalization may be enunciated, namely that the bottom limit of a rate is the differential cost of the service, that is to say the specific charges involved in that service. As to the upper limit, theoretically there is none. There are exceptions even to the rule of the lower limit, since rates beneath differential cost may be accepted for a time in order to tempt into existence those conditions out of which paying rates can ultimately be secured. All rates, of course, could not equal differential cost, as in that event the railway would be a non-paying philanthropic institution. If circumstances or the State enforced the rule that "units of transportation" should be sold always at the same price, the bottom limit of a rate would be much higher than it is. As a consequence of this, the conveyance of heavy and inexpensive articles, such as coal, would collapse to a relatively insignificant figure. It is readily demonstrable from economic theory that discriminations which are on a trade and not a personal basis are beneficial to the community as a whole. This is now as unanimously conceded in all countries as personal discriminations are unanimously condemned. Few readers need to be warned that many seeming personal discriminations are not personal discriminations at all. Mr. Marriott reminds us that the Departmental Committee, appointed by Lord Onslow on April 22, 1904, found the charge unproven that the railways were according undue preferential treatment to foreign and colonial produce, despite the appearance to the contrary. Railways are not giving undue preferences in the technical sense when they make reasonable allowance in their charges for the amount of inconvenience to which they are put in dealing with consignments. I agree with Mr. Marriott that the remedy for many of the disadvantages under which the British farmer suffers is to be found in co-operation.

It is encouraging reading that some, who are in a position to know, expect progress in this matter in the future.

I must not dream of entering here upon any detailed treatment of the theory of rates. I was tempted to refer to it because Mr. Marriott's lectures are a paved approach to it. I must be satisfied now to leave the reader with the idea that there is here a problem which does not carry its solution on its face, especially as I feel drawn to skirt with our author another problem, namely that of control.

The question of control is a very thorny question. The immense interests of the community in transportation, the character of the business which must invite something of the monopolistic form, and the necessity of making at least trade discriminative charges (and local also I should hold), if the utmost value is to be elicited from our railway systems, explains the close touch between the State and the railways in all countries where the railways are not actually owned and worked by the State, as they frequently are. That there must in present conditions be at least some kind of public supervision, control, influence—call it what you will—seems to go without saying. The form that this should take cannot be so easily settled. And the matter is not one solely of charges, though the question of charges constitutes the kernel of the problem. As it is a public matter all will benefit from studying it.

Mr. Marriott no doubt holds his own views, but he confines himself in the main in these lectures to a description of the *status quo*, and without a knowledge of this we are not in a position to argue the point. The temperateness of Mr. Marriott's criticism when he feels called upon to pass judgment will enhance his influence with the reading public. I cannot pretend to discuss the question at any length here: a treatise on such a subject would be too lengthy for an introduction. I may, however, hint at some of the difficulties involved in the State settling rates. The rates most in the interests of the country can only be determined in detail by persons fully conversant with railway costs and the variety of local business conditions. To become conversant with them one must live among them, and then only

a local knowledge could be acquired. In the railway system these gatherings of experience on the spot can be concentrated at the determining centres. If the State tries to do this work also, a most uneconomical duplication of expensive functions is entailed—that is if it tries to do it thoroughly. Whether duality of responsibility is a success or not we shall be helped in determining by studying the French system, where, however, the question of freight rates excites only a drowsy interest, comparatively speaking. But certainly the plan means wasted power ; and constant supervision and interference is apt to take the edge off enterprise and inventiveness. In England it seems to have been the prevalent idea, consciously or unconsciously formed, that the State can at least periodically lay down limits of rates and so prevent big abuses. The most impressive action under this idea was taken by authority of an Act of 1888, and it involved four years of Herculean labours on the part of the Board of Trade. All engaged in the task must have felt themselves uncomfortably poised on the horns of an awkward dilemma. Unless the State is prepared to gather the necessary experience, and frequently to revise its lists of allowable charges, the limits imposed by the State must be maxima appreciably removed from the charges which would be reasonable. Otherwise the companies might be cramped in their efforts to get as much work done on their lines as possible, and in modifying charges in response to alterations in costs of service or in the character and volume of local demands. Rates generally should tend downwards if we are right in believing in progress, it might be objected. But the railways could effectively retort, that for many rates to be reduced to a point creative of important new conveniences, the raising of some rates might be essential. Again, if the maxima are not above the reasonable, as they are expressed in prices, a depreciation of money of a not inconceivable amount might render them positively unremunerative. Money has actually depreciated in purchasing power about 12 per cent. in this country since 1904, and far more rapid depreciations have occurred this century. The present situation is certainly

not without its grounds for anxiety for—as a result of whose fault we need not inquire—the charges existing just prior to 1893 were made the legal charges by an Act of 1894, despite the schedules in the orders issued under the Act of 1888. An advance in these new legal rates may be prevented by the Railway Commissioners if reasonableness cannot be proved by the companies. Whether this arrangement will work must depend upon the view which the Commissioners take of what constitutes justification. Luckily money did not depreciate immediately after 1894. It is important to be clear as to the relation between the authorized schedules and the Act of 1894. The latter did not entirely set aside the Orders, though establishing other charges as the provisional maxima. The other charges might be departed from on satisfactory ground being shown, but then only up to the limits laid down in the Orders.

I am not venturing to make out a case against the course which our Government has seen fit to take. I merely point to some of the peculiar disadvantages associated with it. Every method of control is linked to some objections. The attachment of charges to dividends, as has been required in Acts sanctioning gas and water companies, is another method; but this if applied to railway companies would necessitate some measure of the rise or fall of charges in general, and it is not easy to find a satisfactory measure when some rates rise and others fall. A study of the working of the “weak” Commission of Massachusetts should help us with ideas. Experience would seem to warrant hopefulness as to the effect of the growth of a conciliatory spirit and the effect of directed public opinion. The Massachusetts Commission performs yeoman service in ventilating grievances and assisting public opinion to form the right judgments. A court can do infinite good and produce settlements of disputes without ever, or as a rule, pronouncing judgments. Here I leave the matter, my sole object being to present a problem and stimulate interest in it.

On this point I am cordially in agreement with Mr. Marriott that the obligation imposed upon railway companies, in connection with their extensions, to re-house the ejected

occupants of small houses within one mile of the spot from which they were expelled, is unreasonable. I quote Mr. Marriott's criticism at length : " This is a real hardship, as apart from the delay thereby caused to the carrying out of their plans, the railway companies have been forced to construct fresh dwellings of such a type that the low rents fixed by the Home Office have left them wholly unremunerative, while the dwellings themselves have been so far superior to the previous slums that the people ejected from the latter have refused to go into them, and the new dwellings have been tenanted instead by artisans, clerks, and others who have been in no way concerned in the cleared area." The policy underlying these requirements cannot long survive the assaults made upon it. Dr. Cannan attacked it with sarcasm from the Presidential Chair of Section F. of the British Association in 1902. " Incredible as it will appear to future generations, public opinion, the House of Commons, the London County Council, and some town councils think, or at any rate act as if they thought, that the state of things reached about the year 1891 was to be permanent, to last for ever and ever. Private owners are indeed still allowed to pull down dwelling-houses and erect shops and offices, but they are abused for doing so, and their liberty is at least threatened. But if a new railway or a new street is made, in all probability with the intention of increasing the accessibility of the centre from the suburbs, if even a new London Board School is built, and houses inhabited by persons who have less than a certain income are pulled down in any of these processes, it is required by law or parliamentary resolution that other houses for these people must be built in the neighbourhood. So it comes about that there are in quarters of London most unsuitable, for the purpose, enormous and repulsive barrack dwellings, the sites of which are devoted *in secula seculorum* to the housing of the working classes ; while the immense cost of devoting them to this instead of to their proper purpose is debited to the cost of improving the facilities for locomotion, or to education, and is defrayed principally by the rates on London property, which chiefly consists of houses, and to

some extent by the higher charges on the railways consequent on the restriction of facilities for extension. Fifty pounds a head is the average loss involved to the rates of London on every man, woman, and child for whom these dwellings are provided." Nobody is benefited by the policy, unless it be for a short time owners of factories for which a supply of labour is insured at the public expense. In the ordinary course of events the businesses carried on in these factories would be driven into the country by the pressure of high wages, to the ultimate advantage of every one concerned.

I close my desultory remarks by recommending those who are interested in any of the questions that I have noticed to make themselves acquainted with the circumstances of railway charges under Mr. Marriott's discriminating guidance.

I

GENERAL

THE fixing of rates and fares for the conveyance of traffic of all descriptions is one of the most important elements in the anatomy of a railway, as it has the closest connection with the dividend-earning power of the undertaking, and in fact without a proper system of rates and fares, the railways of this country could not very long exist as private corporations.

The business of railways is to sell to the public what the Americans call "transportation," or in other words they are purveyors of carriage. In order to carry on this business efficiently, railway companies have to provide and maintain a very expensive plant in the shape of a permanent way constructed at considerable cost, locomotives, wagons, carriages, etc., with workshops and machinery to maintain the equipment. They have also to provide and maintain extensive stations, depôts and marshalling sidings to enable them to efficiently deal with their traffic, and employ a large staff controlled by skilled officers in the various departments. The following figures for the year 1906 show the magnitude of our British railway business and you will see at once the importance of the question of rates and fares applied to the enormous traffic dealt with as being the foundation of revenue.

YEAR 1906.

Total staff on the Railways (estimated)	600,000
Amount of capital	£1,286,000,000
Gross receipts (exclusive of receipts from steamboats, canals, docks, rents, hotels, etc.	£108,000,000

Tonnage of minerals and general merchandise carried	tons 489,000,000
Passengers exclusive of season ticket holders	1,240,000,000
Passenger train miles run	253,500,000
Working expenses for the year	£72,750,000
Proportion of working expenses to gross receipts	62 per cent.
Average dividend paid on ordinary capital (about)	3½ per cent.

I propose to divide my lecture into eight heads :

1. General.
2. Rates for traffic by goods trains.
3. Rates for traffic by passenger trains.
4. Ordinary fares.
5. Tourist fares.
6. Excursion and other cheap fares.
7. Season and traders' ticket rates.
8. Workmen's fares.

In the early days railways were looked on as improved roads, as compared with the highways and canals on which the ordinary traffic of the country had been conducted, and it was contemplated that the public would use them for the passage of their own vehicles on payment of tolls. This was actually the case with several colliery companies in Lancashire who used to haul coal with their own engines along the main line of railway to Liverpool, where it was shipped. We still see the embodiment of this original idea in the wagons belonging to private owners which are worked on railways and largely used for the conveyance of coal and coke. This idea, however, passed away in the course of time, and with the exception I have mentioned, rolling stock is now generally provided by the companies themselves.

As the number of railway schemes grew, the Acts of Parliament which were passed from time to time authorizing their construction always contained a scale calculated at per ton per mile of maximum charges for conveyance. As a rule, this scale was somewhat below the sum of the tolls chargeable under the earlier Acts for the use of the railway for locomotive power and for the use of wagons, and in some

cases the companies were permitted to add a terminal charge for services other than mere conveyance on the railway. Some of the earlier Acts to which I refer did not specify what might be charged for terminals, and consequently there were disputes constantly going on between traders and railway companies. Whatever ambiguity existed on this point, however, is entirely cleared up by the Legislature having, as will be explained later, now specifically stated the charges which may be made for terminal services.

The classifications set forth in the old Acts were very crude and incomplete, and when it is stated that they did not, as a rule, exceed 40 to 60 articles, one can understand the difficulties which arose with the growth of the trade of the country and the development of its manufactures. To meet this trouble the railway companies set about to draw up their own classification, beginning in the year 1847 with something like 300 articles, and revised it from time to time to meet the circumstances of the trade, until in 1900 it covered about 2,500 articles.¹

The disputes between the railway companies and the traders as to the proper interpretation of the powers of the companies as to charging continued to arise, however, and in 1881 a select Committee of the House of Commons was appointed to enquire into the question generally. A thorough investigation was made by this Committee, and in their report it is stated that the powers of the companies were contained in no less than 900 Acts of Parliament. These disputes were very much augmented and increased by the Acts of Parliament for the different companies containing varying tolls. It was difficult for a trader in Lancashire, for instance, to understand, if he wanted a through rate to a station south of the Thames, where the tolls might be higher than in Lancashire, why they should be so. The result of enquiry by the House of Commons Committee was the Railway and Canal Traffic Act of 1888, which provided for the revision of the maximum rates and charges of all railway companies, and enacted that revised classifications of merchandise traffic with revised schedules of maximum rates and charges applicable thereto, proposed

to be charged by each company were to be submitted to the Board of Trade within six months of the passing of the Act. The representatives of the railway companies met on numerous occasions to discuss this question, and after an immense amount of labour deposited with the Board of Trade, on February 9, 1889, the revised schedules they proposed. When it is said that one company alone, the London and North-Western, estimated that at that time the number of rates in operation between their stations was over 20,000,000, one can form some idea of the work involved in dealing with this difficult subject.

Having received the railway companies' proposals as to revised classifications and maximum rates, the Board of Trade asked for the views of the traders thereon, and received upwards of 1,500 objections, many of which were made by public trading bodies throughout the Kingdom. With the view to reconciling these differences a large number of meetings were held in England, Scotland and Ireland between the railway companies and representatives of different industries, the result being that a number of modifications were made in, and upwards of 200 articles added to the classification. These meetings, however, failed to bring about complete agreement between the parties, and ultimately a further prolonged inquiry was held under the presidency of Lord Balfour of Burleigh, and Sir Courtenay Boyle, of the Board of Trade, which lasted until May, 1890, and cost a large amount on both sides in the employment of barristers and other expenses. Nearly 44,000 answers to questions were given in evidence during this inquiry, and the printed minutes of proceedings, including speeches by counsel, covered about 4,000 pages ¹

Eventually the Board of Trade issued their report along with a revised classification and schedules of rates and charges.

¹ Mr. McDermott deals with this question very fully in his excellent little book entitled *Railways*, one of the series of "Books on Business." Mr. Smart, the late Secretary of the Railway Clearing House, also dealt with the subject in the paper which he read before the International Railway Congress at Washington in 1905. I am indebted to both of these gentlemen for some of the facts here given.

The classifications were identical for all railways, the maximum rates and charges (excepting for class A and some small matters) being nearly the same for all lines, with a few exceptions.

This did not, however, end the matter, as petitions were lodged by both the railway companies and by traders against the proposals of the Board of Trade, with the result that another inquiry took place by a Joint Committee of both Houses of Parliament. Further amendments were made by this Committee, and the classification of merchandise traffic and schedules of maximum rates and charges, practically on the general lines prescribed by the Board of Trade, were passed and confirmed under the Railway Rates and Charges Order Confirmation Acts of 1891-2, which came into operation January 1, 1893. The effect of this legislation was very well summed up by Sir H. Oakley who at that time acted as Secretary to the Railway Companies Association. He said that the new conditions practically amounted to a revolution. The maximum powers were reduced almost universally. The classifications of the Companies Acts were abolished, and a new and uniform classification introduced, with new scales for live stock, for empties, for fish, for milk and perishables carried by passenger trains which, for the first time, the railway companies were put under parliamentary obligation to carry. Up to that time the companies were not under any obligation to carry any goods by passenger train, but it was decided that they should be so compelled in the future, and rates were fixed within which they must carry. Then there was a new system for calculating rates established. It was not so much per mile for any distance beyond six miles as it was in the original Acts, but for the first 20 miles a certain sum, for a next 30 a certain less rate, and for the next 50 miles a still further reduction. The effect of this is that the longer the distance the goods are carried, the less the average rate per mile that may be charged.

II

RATES FOR TRAFFIC BY GOODS TRAIN

FIG. 1 (page 21) gives the maximum rates and charges for articles included in the classification (which I will describe later) for eight separate classes.

A B C
and 1, 2, 3, 4, and 5
Class A being the lowest,
and Class 5 the highest.

It will be noticed that the scale begins with the rate per ton per mile for a distance of 20 miles or any part of such distance, then a slightly lower rate for the next 30 miles or any part thereof, a further gradation for the next 50 miles, and a still lower rate per ton per mile for the remainder of the distance.

Then provision is made for station terminals at each end, the lowest amount being 3*d.* per ton, which would apply to coal, for instance, and the highest 1*s.* 6*d.* per ton, which amount is allocated to all descriptions of merchandise in Classes 1 to 5.

The next column shows the service terminals to cover the cost of loading, unloading, covering and uncovering at the forwarding or receiving end. If the railway companies render the service of covering or uncovering merchandise comprised in Classes A and B of the classification, they are empowered by this Act to charge a reasonable sum for doing so, in addition to the tonnage rate, though there is no obligation on them to perform such services. It will be observed that no sums are shown in the columns relating to traffic in Classes A and B, but amounts varying from 3*d.* to 1*s.* 8*d.* per ton are provided for loading and also unloading services for traffic in Classes C and 1 to 5, and 1*d.* to 4*d.* per ton to cover the cost of covering and uncovering.

Fig. 2 (page 22) deals with the maximum rates for conveyance and terminals on animals. It will be observed that varying rates per head of cattle, as well as the charge per truck, are given for the different sets of distances. The initial

(Extract from 1892 Act.)

[55 & 56 Vic.] *Railway Rates and Charges, No. 10* [Ch. xlviii.]
(*Lancashire and Yorkshire Railway, &c.*), *Order Confirmation Act, 1892.*

MAXIMUM RATES AND CHARGES.

A.D. 1892.

In calculating the distance over which any merchandise is conveyed, and for all purposes of rates and charges, the extended line of railway authorised by the Manchester and Leeds Railway Act, 1839, and the line of railway connecting the same with the Lancashire and Yorkshire Railway Company's main line of railway or any part thereof is to be calculated as two and a half miles.

*Lancashire
and Yorkshire
Railway, &c.*

PART I.—GOODS AND MINERALS

SCALE I. (applicable to such railways as are not herein-after specially mentioned).

In respect of Merchandise comprised in the under-mentioned Classes.	MAXIMUM RATES FOR CONVEYANCE.				MAXIMUM TERMINALS.					
	For Consignments, except as otherwise provided in the Schedule.				Station Terminal at each End	Service Terminals.				—
	For the first 20 Miles, or any part or such Distance.	For the next 30 Miles, or any part of such Distance.	For the next 50 Miles, or any part of such Distance.	For the remainder of the Distance.		Loading.	Unloading.	Covering.	Uncovering.	
	Per Ton per Mile. d.	Per Ton per Mile. d.	Per Ton per Mile. d.	Per Ton per Mile. d.	Per Ton s. d.	Per Ton s. d.	Per Ton. s. d.	Per Ton. d.	Per Ton. d.	A. B. C.
A.	1'00	0'85	0'50	0'40	0 3	—	—	—	—	1.
B.	1'40	1'00	0'80	0'50	0 6	—	—	—	—	2.
C.	1'80	1'50	1'20	0'70	1 0	0 3	0 3	1	1	3.
1.	2'20	1'85	1 40	1'00	1 6	0 5	0 5	1'50	1'50	1.
2.	2'65	2'30	1'80	1'50	1 6	0 8	0 8	2	2	2.
3.	3'10	2'65	2'00	1'80	1 6	1 0	1 0	2	2	3.
4.	3'60	3'15	2'50	2'20	1 6	1 4	1 4	3	3	4.
5.	4'30	3'70	3'25	2'50	1 6	1 8	1 8	4	4	5.

Fig. 1. Maximum Rates and Charges for all Articles in Classes A,B,C and 1 to 5.

distance is 20 miles, then the next 30 miles and so on as in the former table. Station and service terminals are provided with the minimum total charge per consignment.

Fig. 3 (page 24) deals with what is known as the carriage class. The table shows the maximum rates for conveyance of

(Extract from 1892 Act.)

[Ch. xlviii.] *Railway Rates and Charges, No. 10* [55 & 56 VICT.]
(Lancashire and Yorkshire Railway, &c.), Order Confirmation Act, 1892.

A.D. 1892.

*Lancashire
 and Yorkshire
 Railway, &c.*

MAXIMUM RATES AND CHARGES—continued.
 PART II.—ANIMAL CLASSE.

Description.	Rates for Conveyance per Mile.				Station Terminal at each Mill.	Service Terminals.		Minimum Truck Charge per Con- signment.
	For the first 10 Miles or any part of such Distance.	For the next 10 Miles or any part of such Distance.	For the next 10 Miles or any part of such Distance.	For the remainder of the Distance.		Loading.	Unloading.	
1. For every horse, m. or u. or other beast of draught or burden	0 ^d	5 ^d	1 ^d	1 ^d	0 ^d	0 ^d	0 ^d	0 ^d
2. For every ox, cow, bull or head of neat cattle	0	0	1 ^d	1 ^d	0 ^d	0 ^d	0 ^d	0 ^d
3. For every calf not exceeding twelve months old, pig, sheep, lamb or other small animal	0 ^d	0 ^d	0 ^d	0 ^d	0 ^d	0 ^d	0 ^d	0 ^d
4. For every animal of the several classes above enumerated conveyed in a separate cartilage, by direction of the consignor, or from necessity	0 ^d	0 ^d	0 ^d	0 ^d	0 ^d	0 ^d	0 ^d	0 ^d
5. For each truck containing any consignment by the name of sheep, goats, or pigs, as may reasonably be carried in a truck of 15 feet 6 inches in length inside measurement	0	0	0 ^d	0 ^d	1 ^d	1 ^d	1 ^d	0 ^d
6. For each truck containing any consignment by the name of sheep, goats, or pigs, as may reasonably be carried in a truck of 15 feet 6 inches in length inside measurement	0	0	0 ^d	0 ^d	1 ^d	0 ^d	0 ^d	0 ^d
7. For each truck containing any consignment by the name of sheep, goats, or pigs, as may reasonably be carried in a truck of 15 feet 6 inches in length inside measurement	7	0	0 ^d	0 ^d	1 ^d	0 ^d	0 ^d	0 ^d
8. For each truck containing any consignment by the name of sheep, goats, or pigs, as may reasonably be carried in a truck of 15 feet 6 inches in length inside measurement	0	0	0 ^d	0 ^d	1 ^d	1 ^d	1 ^d	0 ^d

The terminal charges other than those payable under paragraph 4 on animals sent by the same person at a rate calculated per head, and carried in the same truck, shall in no case exceed the terminal charge payable on the same person at a rate calculated per head, and carried in the same truck, under the provision of any Order in Council, or duly authorised regulation of any Department of State, they may make a charge not exceeding one shilling per truck in addition to the charges herein authorised.

Fig. 2. Maximum Rates for Conveyance and Terminals on Animals.

carriages not adapted for running on the railway, which are not specifically provided for in the general railway classification. Carriages are for the most part conveyed on trucks by passenger train, and I shall deal with the rates charged for this service later on.

Fig 4 (page 25), the "exceptional" class, authorizes the companies to charge such reasonable sums as they may think fit,

For articles of unusual length, bulk, or weight, or of exceptional bulk in proportion to weight.

For articles requiring an exceptional truck or more than one truck, or a special train.

For locomotive engines and tenders, and railway vehicles running on their own wheels.

For any wild beast, or any large animal not otherwise provided for.

For dangerous goods.

For specie, bullion, or precious stones.

For any accommodation or services provided or rendered by the company within the scope of their undertaking by the desire of a trader, and in respect of which no provisions are made by this schedule.

I will omit Part V. for the present as it refers to traffic by passenger trains.

Fig. 5 (page 26) (showing Part VI) provides that the companies may charge for small parcels by merchandise train not exceeding 3 cwt. the amount shown on the table, in addition to the maximum rates for conveyance and the maximum station and service terminals authorized by the schedule.

I now propose to deal with the classification of merchandise traffic which is also included in the Acts of which I have spoken. The chief considerations in settling the class to which each commodity properly belonged when arranging the classifications were :—

(a) Value of the article.

(b) The liability to damage during transit.

(c) The weight in proportion to bulk.

(d) The nature of packing and cost of handling entailed.

[55 & 56 VICT.] *Railway Rates and Charges, No. 10* [Ch. xlviii.]
(Lancashire and Yorkshire Railway, &c.), Order Confirmation Act, 1892.

MAXIMUM RATES AND CHARGES—continued.

PART III.—CARRIAGES.

Description.	Rates for Conveyance per Mile.				Station Terminal at each End.	Service Terminals.			
	For the first mile, or any part of such Distance.	For the next mile, or any part of such Distance.	For the next mile, or any part of such Distance.	For the remainder of the Distance.		Loading.	Unloading.	Covering.	Uncovering.
For every carriage of whatever description not included in the classification, and for every carriage used for travelling on the railway, and not weighing more than one ton, carried or conveyed on a truck or platform.	d.	d.	d.	d.	s. d.	d.	d.	d.	d.
For every additional quarter of a ton which such carriage may weigh.	6	6	3.30	3.30	1 0	6	6	—	—
	'2	2	1.35	1.35	—	—	—	—	—
For the use of a covered carriage truck for the conveyance of any such carriage.	An additional charge of ten shillings.				—	—	—	—	—

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Fig. 3. Maximum Rate for Vehicles not Adapted for Running on the Railway.

For the purpose of illustration I have had extracts from the various sections of the classifications shown.

It will be noticed that Class A includes commodities in consignments of four tons and upwards, such as coal, limestone, gravel and sand, and is charged at the lowest rates.

The provision of trucks is not included in the maximum

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MAXIMUM RATES AND CHARGES—continued.

PART IV—EXCEPTIONAL CLASS.

Description.	Charge.
For articles of unusual length, bulk, or weight, or of exceptional bulk in proportion to weight	
For articles requiring an exceptional truck, or more than one truck, or a special train	
For locomotive engines and tenders, and railway vehicles running on their own wheels	Such reasonable sum
For any wild beast, or any large animal not otherwise provided for	as the Company
For dangerous goods	may think fit in each case.
For specie, bullion, or precious stones	
For any accommodation or services provided or rendered by the Company within the scope of their undertaking by the desire of a trader, and in respect of which no provisions are made by this schedule	

The above provisions shall not apply to pieces of timber weighing less than four tons each, but for all such timber, when requiring two or more waggons for conveyance, a minimum charge may be made as for one ton for each waggon used, whether carrying part of the load or used as a safety waggon only

Fig. 4. In the "Exceptional Class" the Companies may charge such reasonable sums as they think fit for Articles of Unusual Length, etc. (see page 23).

rates applicable to merchandise in this class, and the companies are not bound to provide trucks for the conveyance of such merchandise, or for the conveyance of such articles as creosote when carried in such a manner as to injure their trucks. The traffic is therefore carried in waggons owned by the traders themselves.

The tolls authorized by Parliament were fixed on the assumption that a minimum load of four tons would be sent, but when merchandise specified in Class A is consigned in quantities of less than four tons and not less than two

(Extract from 1892 Act.)

PART VI.—SMALL PARCELS BY MERCHANDISE TRAIN.

1. For small parcels by merchandise train, not exceeding in weight three hundredweight, the Company may charge, in addition to the maximum rates for conveyance, and the maximum station and service terminals, authorised by this Schedule, which rates and charges are in this part together referred to by the expression "the maximum tonnage charge," the following:—

Authorised additional Charge per Parcel.	—	Per Ton.	—	Per Ton.
<i>s. d.</i>		<i>s. d.</i>		<i>s. d.</i>
0 5	When the maximum tonnage charge does not exceed	20 0	—	—
0 6	When the maximum tonnage charge exceeds	20 0	but does not exceed	30 0
0 7		30 0		40 0
0 8		40 0		50 0
0 9		50 0		60 0
0 10		60 0		70 0
1 0		70 0		80 0
1 2		80 0		90 0
1 4		90 0		100 0
1 6		100 0		—

2. Where, for a parcel exceeding in weight three hundredweight, the maximum tonnage charge comes to less than the Company are authorised, according to the above table, to charge for a parcel of three hundredweight in weight, the Company may charge for such parcel as if its weight was three hundredweight.

3. A small parcel under this part of the schedule may consist of one consignment of two or more packages of merchandise comprised in the same class of the classification of not less than 14 lbs. each in weight.

4. For a small parcel of less than 28 pounds in weight the Company may charge as for a parcel of 28 pounds in weight.

fig. 5. Rates for Small Parcels by Goods Train.

tons, the company may charge for such consignment the conveyance rates applicable to Class B, and if less than two tons, the conveyance rates applicable to Class C, provided

that the company shall not charge more than as for a consignment of four tons or two tons respectively.

(Extract from 1892 Act).

CLASSIFICATION OF MERCHANDISE TRAFFIC.

Where in this List the letters "e.o.h.p." are placed after the designation of any Article they mean "except otherwise herein provided."

CLASS A.

APPLICABLE TO CONSIGNMENTS OF FOUR TONS AND UPWARDS.

Basic slag, unground.	Iron-pyrites, unburnt and burnt.
Cannel.	Ironstone
Chalk in the rough, for agricultural purposes.	Limestone, in bulk.
Cinders, coal.	Manganiferous iron-ore for iron making.
Clay, in bulk, e.o.h.p.	Manure, street, stable, farmyard, in bulk.
Coal.	Night soil.
Coke.	Purple ore.
Coprolites and rock phosphate, unground.	Sand.
Creosote, coal-tar, gas-tar, gas-water, in owners' tank waggons.	Slack.
Culm.	Slag or scoria, blast furnace.
Gannister.	Stone and undressed material, for the repair of roads.
Gas-lime or gas purifying refuse.	Stone, wholly undressed, straight from a quarry.
Gravel.	Tap or mill cinder.
Hammer scale.	Waste sulphate of lime.
Iron-ore.	

When merchandise specified in Class A. is consigned in quantities of less than four tons and not less than two tons, the Company may charge for such consignment the conveyance rates applicable to Class B., and if less than two tons the conveyance rates applicable to Class C : Provided that the Company shall not charge more than as for a consignment, of four tons or two tons respectively.

Fig. 6. Commodities entitled to Lowest Rates.

Class B includes articles in consignments of four tons and upwards of higher value than those in Class A, and which do not pass in such large and regular quantities ; for instance china clay, salt in bulk, and slates, thus justifying the higher rates shown on the scale just mentioned.

In this class also, and for the reasons I explained when

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CLASS B

APPLICABLE TO CONSIGNMENTS OF FOUR TONS AND UPWARDS

Alabaster stone, in lumps, unground.	Iron and steel— <i>continued</i> .
Ammoniacal liquor.	Clippings, shearings, and stampings
Antimony ore waste.	of sheet iron and tin plates, in
Asphalte paving, in blocks.	compressed bundles.
Barytes, raw, in bulk.	Filings.
Basic material, burnt limestone, in	Ingot moulds.
bulk, to steel converters.	Plates—
Basic slag, ground, packed.	Open sand, cast.
Blooms, billets or ingots, iron or steel.	Scrap, minimum load four tons per
Bog-ore, for gas purifying.	truck.
Bricks, clay, common and fire.	Swarf.
Bricks, crushed.	Wire rope, old, cut in pieces.
Cement, in blocks or slabs.	Iron-ore refuse for gas purifying.
Cement stone.	Kainit.
China clay.	Lead ashes, in bulk.
Coal fuel, patent.	Lime, in bulk.
Compost, for manure.	Litter (moss or peat), hydraulic or
Concrete, in blocks or slabs.	steam press-packed.
Copperas, green, in bulk.	Loam.
Coprolites and rock phosphate,	Manganese ore.
ground.	Mangel wurzel, in bulk, for feeding
Creosote, coal-tar, gas-tar, gas-water,	cattle.
e.o.h.p.	Manure (other than street, stable, and
Draff, or brewers' and distillers'	farmyard), in bulk.
grains.	Peat.
Ferro-manganese, in bulk.	Pig-iron.
Furnace lumps.	Pipes, draining, common, for agri-
Furnace scrapings.	cultural draining.
Gas-carbon.	Pitch, coal tar, in blocks.
Granite, in blocks, rough or un-	Plaster stone, in lumps, unground.
dressed.	Potsherds.
Gravel, tarred, for paving.	Puddled bar, iron.
Gypsum, for manure.	Quarls.
Gypsum stone, in lumps, unground.	Rock-salt.
Iron and steel.	Salt, in bulk.
The following articles of iron or	Skimmings, flux, lead, tin, or zinc.
steel —	Slates, common.
Anvils.	Slate slabs, in the rough, or roughly
Bar, iron or steel, exceeding 1 cwt.	squared or planed, not packed.
per bar, in open trucks at request	Spar, in the rough, in bulk.
of trader.	Spiegeleisen, in bulk.
Bars, for tin-plate making.	Stone, in the rough state, building,
Buoy sinkers.	pitching, paving, kerb or flag.
Cannon balls and shot, and shells	Sod cake manure.
not charged.	Sugar-scum for manure.

Fig. 7. Class B, including Articles in consignments of 4 tons and upwards of higher value than those in Class A.

dealing with Class A, the companies are authorized to make a higher charge when the merchandise is sent in less than four ton loads and not less than two ton loads, it being prescribed that in such event the conveyance rates applicable to Class C may be charged, and if less than two tons the conveyance rates applicable to Class 1, provided that the companies shall not charge more than as for a consignment of four tons or two tons respectively.

It is customary in those cases where the company do not provide wagons for merchandise other than that specified in Class A, to make a reduction to the trader providing the wagons on the conveyance rate varying, according to circumstances, from 2*d.* to 6*d.* per ton for distances up to 50 miles. As a rule, however, some companies prefer to find their own wagons for traffic in this class, which can in numerous cases be used for back hauling, whereas the privately-owned wagons have invariably to be hauled back empty to the point from which they started with the load.

Class C is a much more extensive class, and includes such things as alum, copper ore, grain, ironwork (manufactured and unmanufactured), potatoes (old in sacks or bags), sawdust, soda, timber and woodpulp.

This classification is applicable to consignments of two tons and upwards, and where they are less than two tons the company may charge for such consignment the conveyance rate applicable to Class 1, i.e., the next higher class, provided that the companies shall not charge more than as for a consignment of two tons.

We now come to Class 1, which is really the fourth in order of value, the three lower being A, B and C just described.

Class 1.

In this extensive class we find cardboard, cotton (unmanufactured), clog soles, glue, oils of various kinds, onions, printing paper, soap, tallow, vinegar and white lead.

Class 2 includes articles of higher value than in the preceding class, e.g., bacon and hams (cured and packed),

Class 2.

borax, coffee, lemons, oranges, ropes, tapioca, twine, raw wool and yarn.

(Extract from 1892 Act.)

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CLASS C.—*continued.*

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Oxide of iron.	Silicate of soda.
Palmetto leaf, hydraulic or steam press-packed.	Slag, glass (refuse from glass works).
Parsnips.	Slate, ground for cement.
Pearl hardening, for paper making.	Slummage.
Pelts, wet, from tanners, in casks or bags.	Soapstone.
Pig lead.	Soda.
Pins, iron or steel.	Soda ash.
Pipe clay.	Sole bars, wooden.
Pitch, e.o.h.p.	Sole plates, iron or steel, for steam hammers.
Pitwood, for mining purposes.	Soot.
Plaster.	Spar, ground.
Ploughshares, iron or steel, in the rough.	Spelter, in plates or ingots.
Plumbago ore.	Spetches, wet, from tanners, in casks.
Posts, iron or steel, for wire fencing.	Sticks, pea and bean.
Potatoes, in bulk or in sacks.	Stone, sawn or roughly wrought-up, such as troughs or sinks.
Pots, iron, for melting iron.	Straw, hydraulic or steam press-packed.
Pyrates, e.o.h.p.	Stucco, ground.
Rags, not oily, hydraulic or steam press-packed.	Sugar mats, old, for paper making.
Railway cotters.	Sulphate of alumina.
Railway keys, wooden.	Sulphate of ammonia.
Railway waggons and other railway vehicles, e.o.h.p., loaded in other waggons.	Sulphate of copper, for export in 10-ton lots.
Rice.	Sulphate of iron.
Ridges (cement or stone), for roofing.	Sulphate of lime.
Ridges, slate.	Sulphate of magnesia.
Ropes, old, for paper making.	Sulphate of soda.
Sago flour.	Sulphur, crude or unmanufactured.
Salt, packed.	Targets, iron or steel.
Salt cake.	Terra alba.
Sand, glass and silver.	Terra cotta blocks and bricks.
Sanitary tubes.	Tiles, e.o.h.p.
Sawdust.	Timber, actual machine weight.
Scouring rock.	Tow waste, hydraulic or steam press-packed.
Screw propeller blades.	Trenails.
Scrubs, wet, from tanners, in casks.	Troughs, earthenware and fireclay.
Seeds, for crushing for oil.	Turnips, e.o.h.p.
Shafts of screw propellers or paddle wheels, iron or steel.	Turn-tables, in parts.
Shakings from cotton mills, for paper making.	Umbel.
Shumac.	Valonia.
	Vegetable tar.
	Washers, iron or steel.
	Waste paper, for paper making.

Fig. 8. Extract from Class C. Applicable to Consignments of 2 to s.

(Extract from 1892 Act.)

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CLASS 1—continued.

Riveting machines.	Steam hammers.
Rod lead.	Stearine.
Rollers, garden or hand.	Stone cutting and crushing machines.
Rosin.	Straw, machine pressed, minimum
Rotten stone.	40 cwt. per waggon.
Saccharine, in casks, bags, pails, or cans.	Strawboard.
Sad irons, packed.	Strawboard cuttings, for paper making.
Salammoniac.	Studs, iron or steel.
Saltpetre.	Sagar, in bags, cases or casks.
Sawing machines, for sawing iron.	Sulphate of copper, e.o.h.p.
Scrap tin.	Sulphur, e.o.h.p.
Screw jacks, iron.	Surat bagging, for paper making.
Scrows, dry, in casks or bags.	Syrup, in casks.
Scrows, wet, from tanners, not packed.	Tabling, water (cement).
Scythe stones.	Tallow.
Seal pipes or valves, iron or steel.	Tares or wrappers, for cotton bales.
Shafts, wrought iron, for driving mill wheels, finished.	Telegraph insulators, earthenware, packed.
Sheep dipping powder.	Telegraph stores—
Sheepskins, in casks, and thoroughly salted, or dry in bales or bundles.	Wrought iron double swivels.
Sheep wash.	Malleable cast iron double wall brackets.
Sheet lead.	Malleable cast iron saddles.
Ships' stern or rudder frames.	Terra cotta caps or stoppers.
Shot, lead, in bags, packed in cases.	Timber, measurement weight.
Shovel plates, iron or steel, finished.	Tin ore.
Silicate cotton or slag wool, in casks or bags.	Tow, in bales, minimum 60 cwt. per waggon.
Sink traps, earthenware or fireclay.	Tow waste, for paper making.
Sinks, earthenware or fireclay.	Treacle.
Size, in cases or casks.	Trestles, wrought iron.
Skid pans or waggon slippers, iron.	Turpentine, crude, in casks.
Slate slabs, not polished or enamelled, in cases.	Valves, gas or water, iron or steel.
Soap.	Vegetables, desiccated, for cattle food.
Solder.	Vegetables, in brine.
Spade trees.	Vegetables, not packed, e.o.h.p., minimum 20 cwt. per waggon.
Spelter sheets, in casks or cases.	Verjuice, in casks.
Spetches, dry, in casks or bags.	Vinegar, in casks.
Spetches, wet, from tanners, not packed.	Waggon bodies, in pieces bound together.
Spile | eggs.	Washing and wringing machine rollers.
Stampings, iron or steel, rough, unfinished, not tinned or galvanised.	Washing powder and paste.
Staples iron.	Wheelbarrows, in parts.
	Wheels, cart and plough, iron or steel.

Fig. 9. Extract from Class 1—the fourth in order of Value.

(Extract from 1892 Act.)

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CLASS 2—continued.

Buoys.	Cori flour, patent.
Butter, in casks, firkins, barrels, or boxes, or in tubs or coils with wooden lids.	Corves (small waggons for use in collieries).
Cabbages, packed, e.o.h.p.	Cotton, raw, e.o.h.p.
Caloric engines.	Cotton and woollen waste.
Canary seed.	Cranberries.
Candies, e.o.h.p.	Cranes or crane-work.
Carbolic acid, liquid, in casks or iron drums.	Crucibles, plumbago or clay.
Carbolic seed dressing.	Curling stones.
Carbonate of magnesia.	Currants (grocers').
Carbonate of potash, e.o.h.p.	Cyanite, in casks or iron drums, or in tins packed in cases.
Cartridge cases, exploded.	Dandelion roots.
Cattle food, prepared.	Dates.
Celery.	Delta metal.
Chains and traces, packed.	Dextrine.
Chairwood, rough, undamagable.	Dishes, iron.
Cheese, in boxes, casks, and cases.	Distilled water, e.o.h.p.
Chestnuts, extract of, e.o.h.p.	Dollies and peggies, wooden, for laun- dry purposes.
Chicory.	Dripping, in casks, boxes, tins, or tubs with lids.
Chimney pieces, cement or concrete.	Dubbin.
China, in casks or crates.	Earthenware, in casks or crates.
Chlorate of potash.	Electric accumulators.
Chlorate of soda, packed in hampers or casks.	Electric insulators.
Chloride of potash, packed in hampers or casks.	Emery.
Chocolate.	Emery dust.
Cider and perry (bottled), in hampers.	Emery rollers and emery wheels, in boxes or cases.
Clothes pegs, packed.	Envelopes, straw, for bottles.
Coal scuttles, common, iron or gal- vanized, nested or packed.	Fat, raw.
Cobalt ore.	Felt (not carpeting).
Cocoa.	Figs, dried.
Cocoa nut fibre, husk, shell, or matting, packed.	Files or rasps, iron or steel.
Codilla, e.o.h.p.	Filters, cast iron.
Coffee.	Fire boxes of portable steam and traction engines.
Coir junk.	Fire lighters.
Coir rope.	Fish—
Colliery screens or tips.	All fish, partially cured, smoked, or dried, e.o.h.p.
Colours, in casks or iron drums, or in tins packed in cases.	Crabs.
Confectionery, in cases, casks, or boxes.	Herrings and sprats, in any state, e.o.h.p.
Copper.	Flag poles or Venetian masts.

Fig. 10. Extract from Class 2—next in order of value.

(Extract from 1892 Act.)

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CLASS 3—continued.

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Carpet bags.	Clothing, waterproof (except oily canvas clothing).
Carpet beating machines.	Cloth, linen, packed.
Carpet lining (cork).	Coach and upholsterers' trimmings, in packs, trusses, or bales.
Carpeting.	Coach fittings, metallic, packed.
Carpeting (cork).	Coach wrenches.
Carraway seeds.	Coal scuttles, metallic, packed, in cases or boxes.
Carriage and cart steps.	Cob nuts.
Carriage and foot warmers.	Cocoa nut fibre, husk, shell, or matting, e.o.h.p.
Cartridge cases, brass.	Cocoa nuts.
Castings, brass, German silver, or nickel.	Coffee extract or essence.
Castings, iron, light, e.o.h.p.	Coffee mills, small hand.
Castings, sanitary, iron or steel, for public urinals and waterclosets.	Coffin furniture, metallic.
Castings, steel, e.o.h.p.	Coin, copper or bronze.
Castor oil, in boxes.	Collars, dog.
Castors, of all kinds.	Collars, rush, for horses.
Cellarcts, wrought iron.	Colliery pulleys.
Chaff, in bags, not for cattle feeding.	Colours, in cans, hampers, boxes, or iron bottles.
Chains, curb or door.	Combs.
Chalk, French.	Copying presses.
Chalk, prepared.	Coquilla nuts.
Cheese, e.o.h.p.	Cordials, in casks or cases.
Cheese presses.	Coriander seed.
Chemicals, not dangerous, corrosive, or explosive, in casks, iron drums, bales, or bags.	Corkscrews.
Chimney pieces, marble or slate, e.o.h.p.	Cork shavings or cuttings.
China, in hampers.	Cork socks, in boxes, cases, or casks.
China grass, not hydraulic or steam press-packed, or machine-pressed, in full truck-loads, or in consignments of 20 cwt.	Corkwood.
Cinder sifters.	Cornice poles, wood, in bundles, without rings or ends, not gilt.
Cinnabar ore.	Corozzo nuts.
Clasps, book, boot, or belt, except gold, silver, or plated.	Cotton and linen goods, in bales, boxes, cases, packs, or trusses, e.o.h.p.
Clock dials.	Cotton and linen thread.
Clogs, in casks, cases, or boxes.	Cotton and woollen slops, in hampers, bales, or boxes.
Clothing (exclusive of silk goods), if packed in trusses, packs, or bales.	Cotton wool, dressed and carded.
Clothing, for soldiers, police, prison warders, railway porters, postal, and telegraph (except busbies or helmets).	Crucibles, e.o.h.p.
	Cummin seed.
	Curry combs.
	Cutlery.
	Cyanite, in cans, hampers, boxes, or iron bottles.

Fig. 11. Extract from Class 3.

The following are a few of the articles included in Class 3 :—

Baths, calicoes, i.e., cotton cloth, as manufactured in Lancashire, druggeting, fire irons, groceries,
Class 3. hardware, lead pencils, tea, wheelbarrows, woollen cloths, as manufactured in Yorkshire, and wash leathers.

Class 4 includes asparagus, wax candles, light drapery, footballs, hand carts, umbrellas and many
Class 4. other articles.

Class 5 is the highest class and includes articles of considerable value, such as amber, feathers, which will not admit of remunerative loading, being light and
Class 5. bulky, musical and surgical instruments and the like.

The statutory classification we have been discussing is, however, by no means complete, and the railway companies therefore considered it desirable to issue a more extended list, based on the statutory one with eight classes. The general railway classification of goods by merchandise train, as it is termed to-day, consists of a volume of about 300 pages, containing practically every article that is likely to be handed to the railway companies for conveyance. In this railway classification many articles are placed in a lower class than in the statutory one, the benefit to the traders of the lower classification being in some instances only given conditionally on the traffic being packed in a particular manner or sent in lots of not less than a given quantity.

Now I turn back to history again. The rates and charges and the classification which I have been explaining are the maxima which cannot be exceeded, but there is no legal tariff which the railway companies are *compelled* to charge.

When the railway companies commenced to revise their rates on the revised basis contained in the Orders Confirmation Act of 1891 and 1892, i.e., on the scales just explained, they found that a large number of rates were considerably reduced, whilst the new powers gave them authority to

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CLASS 4—continued.		A.D. 1892.
Drapery, light—continued.	Glass, in boxes or cases, e.o.h.p.	<i>Lancashire and Yorkshire Railway, &c.</i>
Carpeting, exceeding 15 feet in length, packed in cases.	Glass, prepared, for photographers.	
Cloth, woollen.	Globes, moons, or shades, glass, com- mon.	
Clothing (exclusive of silk goods), e.o.h.p.	Gloves, cotton, woollen, and worsted, e.o.h.p.	
Coach and upholsterers' trimmings.	Gold size.	
Gloves, cotton, woollen, and worsted.	Golf clubs.	
Haberdashery.	Grates, ovens, ranges, or stoves, polished.	
Hosiery.	Gravestones or tombstones.	
Muslins (book).	Gun barrels, e.o.h.p.	
Needles.	Guns.	
Stuff goods.	Gutta-percha goods.	
Umbrellas.	Guttering or corrugating machines, not packed.	
Woollen and worsted goods.	Haberdashery.	
Dripping, in bladders.	Hand carts.	
Druggists' sundries, in mixed packages.	Handmills.	
Drugs, in boxes or hampers.	Hares, dead.	
Drysalteries, e.o.h.p.	Harness, e.o.h.p.	
Dye extracts.	Hat leathers.	
Dyes, e.o.h.p.	Hats, soft felt.	
Earthenware, in boxes or cases.	Hawkers' packs and trusses.	
Eggs, e.o.h.p.	Hollow-ware, iron, including kettles, pans, maslins (pots for boiling fruit) and water cans, e.o.h.p.	
Esparto grass, e.o.h.p.	Honey, e.o.h.p.	
Extract of malt.	Hop bitters.	
Felt hat bodies.	Hose, leather and canvas.	
Fire engines, e.o.h.p.	Hosiery, e.o.h.p.	
Fish, fresh—	Household linen and wearing apparel (exclusive of silk goods), e.o.h.p.	
Brill, grayling, lobsters, oysters, prawns, red mullet, salmon, smelt, soles, trout, turbot, whitebait.	Incubators, complete.	
Flax in the straw.	Ink, e.o.h.p.	
Flax atraw, e.o.h.p.	Japanned ware, e.o.h.p.	
Flower roots, e.o.h.p.	Kilting machines, in parts, packed.	
Flower stands, wrought iron.	Knapsacks, soldiers'.	
Fluid, disinfecting, in bottles, packed in cases or hampers, or in basketed jars.	Knitting machines, in parts, packed.	
Footballs.	Lac.	
Frilling machines, in parts, packed.	Lace, British, not silk.	
Fruit-cleaning machines.	Laces, boot or stay, e.o.h.p.	
Furniture, in vans, carts, or road waggons.	Lamps.	
Garden arches.	Lawn mowers, not packed.	
Garden engines.	Lawn tennis implements.	
Glasshouse pots.	Leather leggings.	
	Lint.	

Fig. 12. Extract from Class 4.

(Extract from 1892 Act.)

[Ch. xlviii.] *Railway Rates and Charges, No. 10* [55 & 56 Vict.]
(*Lancashire and Yorkshire Railway, &c.*), *Order Confirmation Act, 1892.*

A.D. 1892.

*Lancashire
and Yorkshire
Railway, &c.*

CLASS 5—*continued.*

Cork socks, e.o.h.p.	Lustres and vases, glass.
Crape.	Magnesium metal.
Cyanite, in jars.	Maps, e.o.h.p.
Dripping, in crocks, e.o.h.p.	Margarine, in crocks, e.o.h.p.
Drugs, e.o.h.p.	Match boxes, empty, e.o.h.p.
Dyes, in glass carboys.	Military ornaments, e.o.h.p.
Empty cases, casks, crates, hampers, and other empties, e.o.h.p.	Millinery.
Engravings.	Models, clay.
Evergreens.	Morphia, in bottles in hampers.
Extract of meat.	Moss, e.o.h.p.
Feathers.	Musical instruments.
Fenders, e.o.h.p.	Muslins.
Figures, casts, or ornaments, alabaster, bronze, gypsum, plaster, stucco, or terra cotta.	Nitrate of copper, in jars or stone bottles, covered with wicker basket work.
Figures, flowers and heads, wax.	Nitrate of silver, in boxes, for photo- graphers.
Flowers, cut.	Nut crackers, e.o.h.p.
Flower stands, e.o.h.p.	Nutmegs.
Frilling machines, fitted up, packed.	Optical instruments.
Fruit, hothouse.	Organs and organ work.
Furniture, e.o.h.p.	Ornaments for uniform, e.o.h.p.
Furs.	Overmantels, cast iron, with mirrors.
Game.	Paints, in jars.
Glass, cut, ornamental, for doors.	Papier maché goods.
Glass, plate, silvered.	Parchment.
Glass, stained.	Penholders, e.o.h.p.
Globes, for educational purposes.	Perambulators, complete or in parts.
Globes, moons, or shades, glass, e.o.h.p.	Perfumery.
Gloves, e.o.h.p.	Phosphorus paste (vermin killer), packed.
Glycerine, e.o.h.p.	Photographic apparatus.
Hair, for head dressing.	Picture frames, e.o.h.p.
Hat and umbrella stands, wood.	Pictures.
Hats, except soft felt and rush.	Pine apples, e.o.h.p.
Helmets, felt, in cases or boxes.	Plaiting machines, fitted up, packed.
Horses, dead.	Plants and shrubs (garden), in baskets, mats, pots, or tubs.
Indigo.	Platinum.
Isinglass.	Plush, silk.
Ivory, e.o.h.p.	Portmanteaus.
Jet.	Poultry, alive.
Kilting machines, fitted up, packed.	Quicksilver.
Knitting machines, fitted up, packed.	Quills.
Lace.	Retorts, glass.
Lard, e.o.h.p.	Ribbons.
Looking glass frames, e.o.h.p.	
Looking glasses and mirrors, glass.	

Fig. 13. Extract from Class 5—the highest class of all.

increase other rates. Immediately the increased rates were put into force there was an outcry from the traders, who said that the new charges seriously dislocated their business, and the result was another lengthy inquiry. The committee presided over by Mr. Shaw-Lefevre issued their report in December, 1893, and stated that they thought the rates not reduced by the new maxima should have been left untouched. This was hard on the railway companies, who properly sought to recoup themselves by the losses on the reduced rates by raising others where the Legislature permitted them to do so, and in the short time which had been allowed them to revise the large number of rates in force and prepare new rate books for every station in which every rate must be shown, they had not had the opportunity of re-adjusting matters, and had therefore to fall back to a large extent on the course of charging the revised maximum class rates until they had sufficient time to consider what special lower rates were justified under the new conditions.

Considerable confusion existed at the time, many firms refusing to pay any increased rates whatever, though availing themselves of the reductions, and in 1894 another Act was passed, entitled "An Act to amend the Railway and Canal Traffic Act, 1888," which provides that if a complaint is made of an increased rate it shall lie on the company to prove that the increase of the rate or charge is reasonable, and for that purpose it shall not be sufficient to show that the rate or charge is within any limit fixed by an Act of Parliament, or by any Provisional Order confirmed by Act of Parliament. If agreement between the trader and the company does not follow on a complaint to the Board of Trade, then the trader has the right to appeal to the Railway and Canal Commissioners, consisting of a Judge and two other commissioners. As a result of this legislation, many representations were made to the Board of Trade and many settlements were come to. At this point I may mention that if the railway companies find it necessary to increase any goods rates that are below the maximum, they have now to give 14 days' notice by advertisement of their inten-

tion, and if any trader objects to the increase, the railway companies have to satisfy the Railway and Canal Commissioners that the proposed increase is a reasonable thing to do. I need hardly say that there are no such limitations put on reductions in rates.

It is a rare thing, however, for rates to be increased in these days, though there appears no sound reason on commercial grounds why the companies, with their ever-increasing liabilities, should not be authorized to deal with their charges in the same way as any other carrier would do, and raise the price of their service as they may find necessary, in order to obtain a reasonable return for their shareholders on the capital expended.

I was speaking to an English goods manager on this subject recently, and he told me that when in America about two years ago, he called on a railroad officer who had to deal with the rates for freight. He found this gentleman busily engaged in revising the charges in an upward direction, and on asking the reason was informed that his company had found some of the rates formerly charged to be insufficiently remunerative. He had, therefore, intimated to the traders that their rates for carriage of certain commodities would have to be increased, and had been successful in making a number of amicable settlements accordingly.

I have already mentioned "class" rates and "special" rates, and now I will explain what is meant by these terms.

Building of Class Rates. "Class rates" are those figures resulting from the calculations of the various maxima given in the scales for the eight different groups, qualified, however, by the rates in operation prior to 1893, which they do not, as a rule, exceed more than by about 5 per cent. A simple illustration will explain this:—

Take raw cotton, which is in Class I, and work out the ordinary class rate for a ton for a distance of 20 miles.

The maximum conveyance rate per ton for this distance is 2.20*d.* per ton per mile, so that for 20 miles the amount for conveyance would be:—

	<i>d.</i>
2·20 <i>d.</i> × 20	44
Add station terminals—	
1 <i>s.</i> 6 <i>d.</i> per ton at each end	36
Loading	5
Unloading	5
Covering	1½
Uncovering	1½
Cartage	32
	<hr/>
	125=10 <i>s.</i> 5 <i>d.</i>

A trifle under 7*d.* a cwt. does not seem an unreasonable rate for conveying raw cotton 20 miles, including collection and delivery, but that is the maximum that can be charged by goods train services.

Supposing that there was a considerable business in cotton between a pair of stations, the company would then consider whether, having regard to circumstances, it could, with a reasonable margin of profit, reduce the rate to, say, something like 8*s.* 6*d.* per ton, with a special condition as to wagon load and quantity. This lower rate would be known as a “special” or “exceptional” rate, the higher rate being termed the “class” rate.

Perhaps I had better say at this point that class rates are applied with the general conditions set out in the statutory classification, e.g., Class A rates are applicable to consignments of four tons and upwards.

The charges for traffics in the classes generally include collection and delivery, although in a few cases rates are quoted including collection or delivery at one end only.

The main considerations which are taken into account in fixing “exceptional” rates are :—

- The volume and regularity of traffic between the points concerned.
- The weight per truck and per train which can be obtained.
- The general earning power of the traffic.
- The liability or otherwise to damage.
- The competition, direct or indirect, by water or road, or by other means.
- A general consideration of what rate the traffic will bear.

GENERAL RAILWAY CLASSIFICATION OF GOODS, 1905.

	Class.		Class.
Curd Cutters—(as Machinery).....	2		
Curling Stones.....	2††		
Currants (<i>Grocers'</i>).....	3¶		
Curry Combs.....	4	D.	
Curtains, <i>Cotton, Lace</i>	4	Dahmenite A — (<i>see</i> * Special Classification, p. 202).	
Curtis's and Harvey's Military Smokeless Powder—(<i>see</i> Special Classification, p. 207).		Dahmenite B — (<i>see</i> Special Classification, p. 208).	
Curtis's and Harvey's Sporting Smokeless Powder—(<i>see</i> Special Classification, p. 207).		Dandelion Roots, <i>dried</i>	2
Custard Powder.....	2††	" <i>e.o.h.p.</i>	C
Cutch.....	C ^{oo}	<i>In less lots than 2 tons</i>	1
Cutlery.....	3	Dandy rollers, <i>in cases, for Paper Mills</i>	4
Cyanide of Potassium, } (<i>see</i> Special Classification, p. 240.)		Dangerous Goods—(<i>see</i> Special Classification, p. 177).	
<i>solid</i>		Dari.....	Cg
Cyanide of Sodium, } (<i>see</i> Special Classification, p. 240.)		Dates.....	2††
<i>solid</i>		Deals—(<i>see</i> Timber, p. 142).	
Cyanite—		Deer Skins.....	4
<i>In casks or iron drums, or in tins packed in cases</i> ...	2	Delta Metal.....	2
<i>In cans, hampers, boxes, or iron bottles</i>	3	Desiccated Food for Live Stock	C
<i>In jars containing 2 gallons or under</i>	4	<i>In less lots than 2 tons</i>	1
<i>In jars containing above 2 gallons</i>	5	Detonators—(<i>see</i> Special Classification, p. 216).	
Cycle Cement, <i>in boxes</i>	3	Dextrine, <i>e.o.h.p.</i>	2
Cycles, <i>Motor, uncharged with gas, oil, or other inflammable liquid or vapour—</i>		" <i>in bags</i>	1
† <i>Packed</i>	°b	Diatomite or Infusorial Earth	C
<i>Not packed, at Owner's risk only</i>	°5	Dies and Die-Stocks.....	3¶
† Cycle Trailers.....	5	Di-flamyr—(<i>see</i> Special Classification, p. 208).	
Cylinders, <i>iron or steel, not turned, drilled, planed, or slotted</i>	°Ci	Diggers, <i>Steam, for Agricultural purposes—(see</i> Agricultural Engines, &c., p. 139).	
† Cylinders, <i>copper</i>	4	Digging Forks, <i>in cases or bundles</i>	2
Cylinders and Beds of Steam and Gas Engines.....	°1	Dills.....	Cg
		Di-nitrobenzol (Di-nitrobenzene), <i>solid</i> —(<i>see</i> Special Classification, p. 249).	
		Di-nitrotolnol (Di-nitrotoluene)—(<i>see</i> Special Classification, p. 249).	

* Subject to special arrangement when of unusual length, bulk, or weight, or of exceptional bulk in proportion to weight.

† If not properly protected by packing to be only accepted at Owner's risk.

¶ Hardware List.

°° Tanning Materials List.

‡ Grocery List No. 2.

Fig. 14. Extract from the Railway Clearing House, General Railway Rates Classification (see page 34).

Of course it is also necessary to have regard to the earning per wagon per mile on the commodity for which exceptional rates are desired and the cost of terminal services. Every goods manager has a pretty accurate idea of the cost of these services, and each item has to be carefully considered in fixing the rates, in order to ensure a fair profit on the transaction, while at the same time making the charge such as will lead to development of business and having due regard to what the traffic will bear in this respect.

It should be mentioned that in many cases lower rates are granted to the traders on condition that the railway companies are relieved from all liability for loss, damage, misdelivery, delay or detention, except on proof that such loss, damage or misdelivery, delay or detention, arise from wilful misconduct on the part of the company's servants, and these lower rates are largely taken advantage of, an indispensable condition being the signing of what is known as a risk note agreeing to the terms I have named.

Many people are familiar with the expressions "*local rates*" and "*through rates*," but a word or two "**Local**" and "**Through**" of explanation may not be out of place at **Rates.** this point.

"Local" rates are those charged between stations on the lines of the owning company, e.g. Manchester and Alderley Edge on the London and North-Western, Matlock and Derby on the Midland, or Burnley and Blackburn on the Lancashire and Yorkshire.

"Through" rates are those in operation from a station on the railway of one company to a station owned by another company, e.g. Rochdale and Aberdeen, Rochdale being served by the Lancashire and Yorkshire, and Aberdeen by the Caledonian and North British companies.

In the early days of railways, through rates were rare, and traffic had to be re-booked from the junction with the other company to the destination point. This was obviously very inconvenient, and as trade developed, and the Railway Clearing House came into being with its function of appor-

EXAMPLE A.

SHOWING METHOD ADOPTED IN COMPILING CLASS RATES.

Manchester and Bradford. Class 1—13s. 5d. per ton.

Throughout distance, 37 miles 75 chains.

	Distance.			Maximum powers per ton per mile.			Per ton.	
	M.	C.		d.			s.	d.
Manchester (L. & N.W.) to	29	27	..	20 miles at	2·20	..	3	8·00
Bradley Wood Junction				9½	„ at 1·85	..	1	5·57
							5	1·57
Bradley Wood Junction	8	48	..	8¾	„ at 2·20	..	1	7·25
with L. & Y. to Bradford	————							
	37	75					6	8·82
Station terminal at Manchester						..	1	6
„ „ Bradford						..	1	6
Service terminals—								
Loading	..	..	..	..	..		5	
Unloading	..	..	..	..	..		5	
Covering	..	..	..	..	..		1·50	
Uncovering	..	..	..	..	..		1·50	
Amount added for cartage at Manchester and Bradford						..	2	8·00
Total rate				..	..	..	13	5·82

Fig. 15.

(See page 45.)

EXAMPLE B.

SHOWING METHOD ADOPTED IN COMPILING CLASS RATES

Colne and London. Class 2—43s. 9d. per ton.

Throughout distance—Midland route—232 miles.

Compiled by Midland Route.

Compiled by Michael Route.						Per ton.
<i>d.</i>						<i>s. d.</i>
20 miles	at 2·65	per ton per mile.	..	..	4 5	
30	„	at 2·30	„	..	5 9	
50	„	at 1·80	„	..	7 6	
132	„	at 1·50	„	..	16 6	
<hr/>						34 2
232						
	Station terminal at Colne				..	1 6
	„ „ London				..	1 6
	Service terminals—					
	Loading				..	0 8
	Unloading				..	0 8
	Covering				..	0 2
	Uncovering..				..	0 2
	Balance left for cartage at Colne and London				..	4 11
	Total rate				..	43 9

NOTE.—The standard cartage at Colne is 1s. 8d. per ton and at London 4s. 2d.—total 5s. 10d. If this amount (5s. 10d.) had been added to the maximum powers for conveyance and station and service terminals, viz., 38s. 10d., the total class rate would be 44s. 8d.

Fig. 16.

(See page 45.)

EXAMPLE C.

SHOWING THAT SHORTEST ROUTE DOES NOT NECESSARILY GOVERN
THE RATE.

Colne and London. Class 2—43s. 9d. per ton.

Distance by L. & Y. and L. & N.W. Route 223½ miles.

„ Midland Route 232 „

	Distance.		Maximum powers		Per ton.	
	M.	C.		per ton per mile. d.	s.	d.
Colne to Ardwick	36	21	..	20 miles at 2·65 ..	4	5·00
				16½ „ at 2·30 ..	3	1·95
					7	6·95
Ardwick to London, <i>via</i> ..	187	17	..	20 „ at 2·65 ..	4	5·00
Crewe				30 „ at 2·30 ..	5	9·00
				50 „ at 1·80 ..	7	6·00
				87¼ „ at 1·50 ..	10	10·87
				187¼	36	1·82
Station terminal at Colne					1	6
„ „ London					1	6
Service terminals—						
Loading					0	8
Unloading					0	8
Covering					0	2
Uncovering					0	2
Amount added for Cartage					5	10
Total rate					46	7·82

Although the throughout distance by the combined routes of the L. & Y. and L. & N.W. Companies, *via* Ardwick, is 8½ miles less than by Midland route, *via* Skipton, the charges according to Statutory Powers work out about 2s. per ton less by Midland route, owing to the calculation being made on one company's powers instead of the combination of two companies' maximum powers.

Fig. 17

(See page 45.)

tioning the receipts among the companies concerned, the number of through rates grew apace, and a system of through bookings is now in operation between the railway companies' stations throughout the whole of Great Britain and Ireland. These through rates have to be agreed to by all the companies interested, and considerable correspondence and discussion at conferences is often necessary before the rates can be quoted to the public.

It will be readily understood that the labour involved in compiling these through rates is considerable. First of all the maximum powers under the Railway Rates and Charges Order Confirmation Acts of the companies concerned have to be worked out in detail, the terminal charges at each end taken into account and the total ascertained. I have thought it would be interesting to give a few examples worked out in this way, which I will explain in detail and these appear on pages 42, 43, 44 and 46.

* * * * *

The examples which I have explained are "class" rates, but a great deal of the goods traffic of this country is carried at "exceptional" rates, i.e., at rates something below the maximum powers of the company; and in fixing these figures careful regard had to be paid to all the circumstances surrounding the transaction. Probably about 70 per cent. of the traffic between stations in the North of England is conveyed at "exceptional rates," much below the statutory authority.

In a number of cases it has been found desirable to group several stations together and apply the same rates therefrom. For instance, what is known as the

Group Rates. "Hull group" embraces Hull, Goole and Grimsby, these three ports being looked on as competing ports, though the distance to the inland stations varies in each case. The shortest distance, of course, governs the maximum rate. The "grouping" system also possesses the advantage of obviating the multiplication of entries in the rate books which are kept at the stations, and to which the traders have the right of access under Act of Parliament.

The principle of "grouping" also obtains in the case of certain coalfields to ports of shipment, for instance, that in

EXAMPLE D.

EXAMPLE SHOWING COMPOSITION OF CLASS 1 RATE BETWEEN
ELLAND (L. & Y.) AND KINGSTON (L. & S.W.)

Class 1—Rate 33s. 2d. C. & D.

	Actual mileage. M O	Calculated as	Minimum conveyance charges per ton per mile. d.	Per ton s. d.
L. & Y.—				
Elland to Bradley Wood Junction	4 2 ..	4½ miles ..	2·20 ..	0 9·90
L. & N.W.—				
Bradley Wood Junction to Willesden	207 32 ..	207½ miles ..	First 20 miles 2·20 .. Next 30 „ 1·85 .. „ 50 „ 1·40 .. Remainder 1·00 ..	3 8·00 4 7·50 5 10·00 8 11·50
N. & S.W. Junction—				
Willesden Junction to Kew	3 68 ..	4 miles ..	2·50 ..	0 10·00
L. & S.W.—				
Kew to Kingston	8 75 ..	9 miles ..	2·25 ..	1 8·25
Maximum station terminal at Elland			.. ..	1 6·00
„ loading „			„ ..	0 5·00
„ covering „			„ ..	0 1·50
„ station „			Kingston ..	1 6·00
„ unloading „			„ ..	0 5·00
„ uncovering „			„ ..	0 1·50
Standard charge for cartage at Elland			.. ..	1 4·00
„ „ „			Kingston ..	1 4·00
Total			.. ..	<u>33 2·15</u>

Fig. 18.

(See page 45.)

South Yorkshire, where many of the collieries on different lines are looked on as competitive, and the same rate per ton is charged for coal shipped at Grimsby and Hull. This is an arrangement which obviously operates in favour of the colliery owners.

The rate grouping system is also applied to other branches of business, for example, in Yorkshire, where a common rate is charged for glass bottles to stations over 50 miles distant, although the sending stations in the group may be as much as 25 miles apart.

In recent years there has been some agitation in agricultural circles against the railway companies on account of alleged preferences in rates for foreign produce as against home produce, and on April 22, 1904, Lord Onslow, who was then the President of the Board of Agriculture, appointed a Departmental Committee to inquire as to the rates charged by the railway companies in Great Britain in respect of the carriage of foreign and colonial farm dairy and market produce from the ports of shipment or on arrival, to the principal urban centres, and to report whether there was any evidence to show that preferential treatment was accorded to such produce, and if so, what further steps should be taken, either by legislation or otherwise, to secure the better enforcement of the law in the matter.

This Committee sat on 17 days to take the evidence of 27 witnesses, and issued their report as a Blue Book of 37 pages on April 6, 1906. After fully reviewing the matter, the report of the Committee says that the conclusion arrived at is that the evidence tendered has failed to show that the railways were giving undue preferential treatment to foreign and colonial produce as compared with home produce, contrary to the intention and effect of existing legislation. The Committee adds that they are not prepared to recommend that any further steps should be taken to secure the better enforcement of the law in the matter, as the evidence shows that there has been a marked absence on the part of complainants to avail themselves of the existing remedies provided by legislation, and there is no proof that these

remedies are inadequate for the purpose. The remedy for any apparent disparity in the rates for home-grown as compared with foreign produce lies to a very large extent with the farmers themselves. It is probably true that no industry in this country receives such favourable treatment from the railway companies as the agricultural interest. In the opinion of one of our leading goods managers, all complaints would at once cease if agriculturists were equally anxious with the railway companies to adapt themselves to modern requirements, and would so pack, grade and concentrate their produce as to send it to the markets in such condition and such quantities as would enable it to compete with the properly graded and packed foreign produce with which it now cannot compete.

The Departmental Report, to which I have just referred, states that the desirability of co-operation seems to be so generally recognized that it is to be regretted that its adoption should make so little progress in this country. Some of the railway companies, however, seem to think that the unwillingness of the farming industry to combine is gradually, though slowly, being overcome, and that better progress will be made in the future. Co-operation affords a practical method of enabling farmers to meet foreign competition, and to put themselves in a position to obtain lower railway rates for the conveyance of agricultural produce. Again, co-operation has the advantage of being a remedy which the railway companies have shown themselves ready to welcome and assist.

The question of undue preference is provided for by Section 27 of the Railway and Canal Traffic Act of 1888. To

Undue Preference. put the matter shortly, any trader who thinks he is being unfairly dealt with in this respect can appeal to the Board of Trade, who, if they consider there is reasonable ground for the complaint, may thereupon call on the railway company for an explanation, and endeavour to settle amicably, by a meeting or otherwise, the difference between complainant and the railway company. Should the matter not be settled by this means, they can give permission to the trader to appeal to the Railway Commissioners, who

have power under Clause 3 of the section I have mentioned to deal with the matter if the case is proved.

The Railway Rates and Charges Order Confirmation Act of 1892 contains a clause dealing specially with merchandise

**“Short
Distance”
Clause.** conveyed for very short distances either by goods or passenger train. The clause reads as follows :—

Where merchandise is conveyed for an entire distance, which does not exceed, in the case of merchandise in respect of which a station terminal is chargeable at each end of the transit, three miles, or in the case of merchandise in respect of which a station terminal is chargeable at one end of the transit, four and a half miles, or in the case of merchandise in respect of which no station terminal is chargeable, six miles, the company may make the charges for conveyance authorised by this schedule as for three miles, four and a half miles and six miles respectively. Provided that where merchandise is conveyed by the company partly on the railway and partly on the railway of any other company, the railway and the railway of such other company shall for the purpose of reckoning such short distance be considered as one railway.

This probably sounds very involved, but I will endeavour to make it clear.

Take traffic carried between stations A and B, two miles apart. In this case the company is authorized to charge as for a distance of three miles, adding the station terminals at each end. If only one station terminal is added, then the company can charge as for $4\frac{1}{2}$ miles. This would apply in the case of traffic arising at station A and, say, conveyed to a private siding at B, two miles away. If, however, no station terminal is included at either end, then the scale charge as for 6 miles can be taken. The provision at the end of the clause which states that where merchandise is conveyed by the company partly on the railway and partly on the railway of another company, the railway and the railway of such other company shall, for the purpose of reckoning such short distance, be considered as one railway, applies to traffic which might be worked by one company from its own line on to the station of the line of another company over which it has running powers.

Before I leave the question of rates for merchandise traffic I will deal with the subject of "equal mileage" rates.

**Equal
Mileage
Rates.**

The term has an attractive sound, and is a pretty theory, but it is quite impossible in this country in practice. It has been so proved over and over again, and has been condemned by various Royal Commissions and Committees. It has been truly said that competition between railways would be absolutely impossible, because the railway with the shortest route would obtain all the traffic, and the policy hitherto pursued of opening up distant markets would have to be reversed. As far back as the year 1872 a Joint Select Committee of both Houses of Parliament reported against the principle, and ten years later a Select Committee of the House of Commons, when dealing with rates and fares on railways, adopted a similar view. Their report reads as follows :—

Although equal mileage rates, that is to say, rates proportioned exactly to the number of miles run, have not been advocated on this occasion as before former committees; still, ideas have been put forward so closely resembling such as would naturally support the mileage system, that it may be worth while to recall the words of the committee of 1872 :—

The form which the proposal for a fixed standard of charges had usually taken is "equal mileage," i.e., a charge for each class of goods and passengers in proportion to the distance for which they are carried. This point was much urged before the Royal Commission, and is so effectually disposed of by their report, that it seems scarcely necessary to dwell upon it further. But it reappears in the evidence of some of the witnesses before this Committee, and it may therefore be desirable to state shortly why it is impracticable :—

(a) It would prevent railway companies lowering their fares and rates, so as to compete with traffic by sea, by canal, or by a shorter or otherwise cheaper railway, and would thus deprive the public of the benefit of competition, and the company of a legitimate source of profit.

(b) It would prevent railway companies making perfectly fair arrangements for carrying at a lower rate than usual goods brought

in larger and constant quantities, or for carrying for long distances at a lower rate than for short distances.

(c) It would compel a company to carry for the same rate over a line which had been very expensive in construction, or which, from gradients or otherwise, is very expensive in working, at the same rate at which it carries over less expensive lines.

In short, to impose equal mileage on the companies would be to deprive the public of the benefit of much of the competition which now exists, or has existed. It would raise the charges on the public in many cases where the companies now find it to their interest to lower them, and would perpetuate monopolies in carriage, trade and manufacture, in favour of those rates and places which are nearest or least expensive, where the varying charges of the companies now create competition. It will be found that the supporters of "equal mileage" when pressed, often really mean, not that the rates they pay themselves are too high, but that the rates that others pay are too low.

Pressed by these difficulties, the proposers of equal mileage have admitted that there must be numerous exceptions, e.g., where there is sea competition (i.e., at probably about three-fifths of the railway stations of the United Kingdom) where low rates for long distances will bring a profit, or where the article carried at low rates is a necessity, such as coal. It is scarcely needful to observe that such exceptions as these, whilst inadequate to meet all the various cases, destroy the value of "equal mileage" as a principle, or the possibility of applying it as a general rule.

Equal mileage rates have been found to be impracticable as the result of every inquiry which has been held into the subject of railway rates, and Parliament in 1891 and 1892, when revising the maximum rates chargeable by the railway companies, not only refused to sanction equal mileage rates, but provided that the rates charged should vary according to the distance, as I explained when dealing with the Parliamentary scales of maximum rates. (See pp. 19 and 20.)

III

RATES FOR TRAFFIC BY PASSENGER TRAIN

WHEN describing the several scales of maximum rates and charges for merchandise traffic, as prescribed by the Railway Rates and Charges Order Confirmation Acts of 1891-2, I left over Part V, as it dealt with perishable merchandise carried by passenger train.

Up to the time of the passing of this Act no maximum powers had been laid down for the conveyance of the afore-said description of merchandise by passenger trains, and, in fact, there was no obligation upon the companies to carry it by such trains. It therefore became necessary for the companies to examine with great care all the existing rates then being made use of in order to ascertain whether they were in excess of the maximum powers, and though, of course, the task of doing so was a much simpler one than that which fell to the goods managers' departments in revising the millions of rates for merchandise traffic throughout the Kingdom, a considerable amount of labour was involved in adjusting those for traffics carried by passenger and other similar services. Generally speaking, it was found that the rates on the books for descriptions of traffic mentioned in this part of the statutory classification were well within the maximum powers, particularly for long distances, but some reductions were forced on the companies in the rates for the shorter distances as laid down in the scale.

Dealing now with the classification of the various articles included in Part V, it will be observed that the only item in Division I is milk.

The scale is different from others prescribed by statute. First of all it lays down the rates per imperial gallon and

Rates for	fixed graduated figures for various distances,
Milk.	somewhat on the same principle as the goods

(Extract from 1892 Act.)

[55 & 56 VICT.] *Railway Rates and Charges, No. 10* [Ch. xlviii.]
(*Lancashire and Yorkshire Railway, &c.*), *Order Confirmation Act, 1892.*

MAXIMUM RATES AND CHARGES—*continued.*

A.D. 1892.

PART V.—PERISHABLE MERCHANDISE BY PASSENGER TRAIN—*continued.*

Lancashire and Yorkshire Railway, &c.

DIVISION I.

Milk.

DIVISION II.

Butter (fresh).
Cheese (soft).
Cream.
Eggs.
Fish—
Char.
Grayling.
Lobsters.
Mullet (red).
Oysters.
Prawns.
Salmon.

Fish—*cont.*
Soles.
Trout.
Turbot.
Whitebait.
Fruit—
Hothouse fruit.
Game (dead).
Meat (fresh).
Poultry (dead).
Rabbits (dead).
Vegetables (hothouse)

DIVISION III.

Fish (except as provided in Division II).
Fruit (except as provided in Division II).
Ice.

Maximum rates and charges for the three divisions—

DIVISION I.

Rate for Conveyance.						Station Terminal at each End.	Service Terminals.	
For any Distance not exceeding 50 Miles.	For any Distance exceeding 50 Miles, but not exceeding 75 Miles.	For any Distance exceeding 75 Miles, but not exceeding 100 Miles.	For any Distance exceeding 100 Miles, but not exceeding 150 Miles.	For any Distance exceeding 150 Miles, but not exceeding 180 Miles.	For any Distance exceeding 180 Miles.		Loading.	Unloading.
Per Imperial Gallon.	Per Imperial Gallon.	Per Imperial Gallon.	Per Imperial Gallon.	Per Imperial Gallon.	Per Imperial Gallon.	Per Can.	Per Can.	Per Can.
d. 0'50	d. 0'60	d. 0'70	d. 0'00	d. 1'00	d. 1'20	d. 1'50	d. 1'00	d. 1'00
RETURNED EMPTY CANS.								
Per Can.	Per Can.	Per Can.	Per Can.	Per Can.	Per Can.			
d. 1'50	d. 2'00	d. 2'25	d. 2'50	d. 3'00	d. 3'00	—	d. 0'50	d. 0'50

Railway, &c.

RATE FOR CONVEYANCE.				Station Terminal at each End.	SERVICE TERMINALS.	
For the first 20 Miles, or any part of such Distance.	For the next 30 Miles, or any part of such Distance.	For the next 50 Miles, or any part of such Distance.	For the Remainder of the Distance.		Loading.	Unloading.
Per Cwt. per Mile.	Per Cwt. per Mile.	Per Cwt. per Mile.	Per Cwt. per Mile.	Per Cwt.	Per Cwt.	Per Cwt.
d. 0'60	d. 0'45	d. 0'25	d. 0'10	d. 0'75	d. 0'75	d. 0'75
DIVISION II.						
DIVISION III.						
d. 0'40	d. 0'30	d. 0'15	d. 0'15	d. 0'75	d. 0'50	d. 0'50

Fig. 19. Part V, Perishable Merchandise by Passenger Train.

(See page 52.)

rates scales previously described. These scales apply with a minimum as for 12 gallons per consignment.

Then a station terminal of $1\frac{1}{2}d.$ per can is allowed at each end of the journey, and $1d.$ per can for the services of loading, and a similar amount for unloading.

Charges for the returned empty cans are also included in the scale; starting with $1\frac{1}{2}d.$ for the initial distance up to 20 miles, and increasing by stages up to $3d.$ per can.

If the railway companies had insisted upon charging up to their maximum powers for milk, the rates would have been considerably increased. Generally speaking they were content to continue the rates which had been previously in force, and while special rates are quoted in many instances, the following is the scale in force on a number of important railways, no extra charges being made for the return of the empty cans :—

MILK SCALE.

							Per gallon Company's Risk.	Per gallon. Owner's Risk
Up to 20 miles	..	..	..	..	..	..	$\frac{3}{4}d.$	$\frac{1}{2}d.$
20 to 40 miles	..	..	..	..	..	..	$1d.$	$\frac{3}{4}d.$
40 to 50 miles	..	..	..	..	..	..	$1\frac{1}{2}d.$	$1d.$

Minimum charged for 12 gallons per consignment.
(Including free conveyance of Returned Empty Cans.)

Fig. 20. Rates for Carriage of Milk on several English Railways.

These rates are much below the maximum powers authorized by the Act. You will notice that the rates are here quoted as per gallon including services. This is found to be more convenient in practice than making up the charge at so much per gallon plus so much per can for station terminals and service terminals.

Division II includes fresh butter, soft cheese, cream, eggs, the best kinds of fish, hothouse fruit and vegetables, dead game, fresh meat, dead poultry and rabbits.

The scale of charges for these is on the same principle as those for the various classes of merchandise I have described, the first being for a distance of 20 miles at $\cdot 60d.$

per cwt. per mile, the next 30 miles or any part at '45*d.*, and so on, decreasing as the distance increases. Station and service terminals are provided as in previous cases.

Division III includes the commoner kinds of fish other than those named in Division II, also fruit other than hothouse, and ice.

The charges under this head are lower than those in Division II, the initial rate being '40*d.* per cwt. per mile.

Rates for Cheaper Kinds of Fish, Fruit and Ice.	In the cases of both Divisions II and III the Act provides for a minimum charge as for 1 cwt. with a minimum charge of 1 <i>s.</i>
--	--

When application is made for a rate for any of the commodities mentioned in the various classifications, the first thing the rate clerk does is to take out the distance

Method of Compiling Rates for Perishable Merchandise.	between the stations concerned. If these are both on his own company's railway, i.e., what are known as local stations, the calculation is simple. The prescribed scales are applied to the distance exactly in the way I explained when dealing with goods rates, and the terminals added. The result of the calculation is the maximum rate which can be charged and is quoted as the company's risk rate. If the trader desires to have an owner's risk rate a reasonable sum is taken off, regard being paid to other rates for similar descriptions of merchandise and the services to be performed.
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In dealing with rates in which two or more companies are concerned, the process adopted in fixing the rate is much more complicated, as each company's maximum powers for the distance the traffic is conveyed over each portion of railway have to be ascertained, and all the parties interested have to be consulted and their assent obtained before the rate can be quoted, just in the same way as when arranging goods rates.

Expeditious Conveyance for Perishable Traffic.	The Act prescribed that the company shall afford reasonable facilities for the expeditious conveyance of the articles enumerated in the three Divisions I have described, either by passenger or similar service. Such facilities are to be subject to the reasonable regulations of the company for the convenient
---	---

and punctual working of the passenger train service, and shall not include any obligation to convey perishables by any particular train. It also states that railway companies are not under obligation to convey, by passenger train or other similar services, any merchandise other than perishables.

The list of articles mentioned in the Statutory Classification, Part V, forms a small portion of those which are carried

Parcels	by the railway companies, by passenger trains,
Traffic.	though, as I mentioned a short time ago, they

are under no obligation to convey any merchandise other than perishables by such services.

The railways' parcel vans which are run about the city and suburbs, collecting and delivering parcels for conveyance by passenger train, are familiar to every one.

A perfect system of through bookings exists between all railway companies, parties to the Clearing House, for the booking of such parcels, and in order to simplify the charging the companies have arranged between themselves scales of rates. A copy of the scale in force between English, Welsh and Irish stations is shown on the page 57. A higher scale is adopted for the longer distances on the Scotch railways.

You will notice that the English, Welsh and Irish scale is in four divisions, the first division being for distances not exceeding 30 miles, the second up to 50 miles, the third up to 100 miles, and the highest for distances over 100 miles. The lowest rate is 4*d.*, this charge covering the complete transit of a parcel weighing 2 lb. for any distance. Then the scales provide for increasing charges according to weight.

Taking a parcel of 24 lb. weight, for instance, this can be carried 30 miles for 6*d.*, 50 miles for 1*s.*, 100 miles for 1*s.* 6*d.*, and any distance for over 100 miles for 2*s.* Above 24 lb. the scale moves at the rate of $\frac{1}{4}$ *d.* for each additional pound, the 50 miles scale $\frac{1}{2}$ *d.* per additional pound, the 100 miles scale $\frac{3}{4}$ *d.*, and the scale above 100 miles 1*d.* per additional pound, fractions of a penny being charged as a penny.

This is very simple of calculation. The charges compare favourably with those under the Parcel Post system, and

**REDUCED RATES FOR
PARCELS TO STATIONS IN ENGLAND
BY PASSENGER TRAIN.**

Weight not Exceeding	Rate, 1 to 5 Miles.	Rate, 5 to 10 Miles.	Rate, 10 to 15 Miles.	Rate, 15 to 20 Miles.	Rate, 20 to 25 Miles.	Weight not Exceeding	Rate, 1 to 5 Miles.	Rate, 5 to 10 Miles.	Rate, 10 to 15 Miles.	Rate, 15 to 20 Miles.	Rate, 20 to 25 Miles.	Weight not Exceeding	Rate, 1 to 5 Miles.	Rate, 5 to 10 Miles.	Rate, 10 to 15 Miles.	Rate, 15 to 20 Miles.	Rate, 20 to 25 Miles.	
1	0	0	0	0	0	29	0	8	1	3	10	57	1	3	2	5	7	4
2	0	0	0	0	0	30	0	8	1	3	11	58	1	3	2	5	7	4
3	0	0	0	0	0	31	0	8	1	3	12	59	1	3	2	5	7	4
4	0	0	0	0	0	32	0	8	1	3	13	60	1	3	2	5	7	4
5	0	0	0	0	0	33	0	8	1	3	14	61	1	3	2	5	7	4
6	0	0	0	0	0	34	0	8	1	3	15	62	1	3	2	5	7	4
7	0	0	0	0	0	35	0	8	1	3	16	63	1	3	2	5	7	4
8	0	0	0	0	0	36	0	8	1	3	17	64	1	3	2	5	7	4
9	0	0	0	0	0	37	0	8	1	3	18	65	1	3	2	5	7	4
10	0	0	0	0	0	38	0	8	1	3	19	66	1	3	2	5	7	4
11	0	0	0	0	0	39	0	8	1	3	20	67	1	3	2	5	7	4
12	0	0	0	0	0	40	0	8	1	3	21	68	1	3	2	5	7	4
13	0	0	0	0	0	41	0	8	1	3	22	69	1	3	2	5	7	4
14	0	0	0	0	0	42	0	8	1	3	23	70	1	3	2	5	7	4
15	0	0	0	0	0	43	0	8	1	3	24	71	1	3	2	5	7	4
16	0	0	0	0	0	44	0	8	1	3	25	72	1	3	2	5	7	4
17	0	0	0	0	0	45	0	8	1	3	26	73	1	3	2	5	7	4
18	0	0	0	0	0	46	0	8	1	3	27	74	1	3	2	5	7	4
19	0	0	0	0	0	47	0	8	1	3	28	75	1	3	2	5	7	4
20	0	0	0	0	0	48	0	8	1	3	29	76	1	3	2	5	7	4
21	0	0	0	0	0	49	0	8	1	3	30	77	1	3	2	5	7	4
22	0	0	0	0	0	50	0	8	1	3	31	78	1	3	2	5	7	4
23	0	0	0	0	0	51	0	8	1	3	32	79	1	3	2	5	7	4
24	0	0	0	0	0	52	0	8	1	3	33	80	1	3	2	5	7	4
25	0	0	0	0	0	53	0	8	1	3	34	81	1	3	2	5	7	4
26	0	0	0	0	0	54	0	8	1	3	35	82	1	3	2	5	7	4
27	0	0	0	0	0	55	0	8	1	3	36	83	1	3	2	5	7	4
28	0	0	0	0	0	56	0	8	1	3	37	84	1	3	2	5	7	4

Between Stations on the Lancashire and Yorkshire Railway, and Stations on the Caledonian, Glasgow and South Western, Great North of Scotland, Highland, North British, and Portpatrick and Wigtownshire Joint Railways.

Wrights not Exceeding	Rate, \$1 to 100 Miles.	Rate, 101 to 200 Miles.	Rate, Above 200 Miles.	Weights not Exceeding	Rate, \$1 to 100 Miles.	Rate, 101 to 200 Miles.	Rate, Above 200 Miles.	Weight not Exceeding	Rate, \$1 to 100 Miles.	Rate, Above 200 Miles.	Weight not Exceeding	Rate, \$1 to 100 Miles.	Rate, Above 200 Miles.
1	0	0	0	29	110	2	5	1	57	13	7	1	81
2	0	0	0	30	111	2	6	3	58	3	8	0	82
3	0	0	0	31	2	0	7	3	59	3	9	1	83
4	0	0	0	32	2	1	8	4	60	4	9	2	84
5	0	0	0	33	2	1	9	5	61	5	1	6	85
6	0	0	0	34	2	2	10	6	62	3	11	5	86
7	0	0	0	35	2	3	11	7	63	4	0	6	87
8	0	1	0	36	2	3	0	8	64	4	0	6	88
9	0	1	0	37	2	4	1	9	65	4	1	7	89
10	0	1	0	38	2	5	2	10	66	5	0	8	90
11	0	1	0	39	2	6	3	11	67	4	2	9	91
12	1	1	0	40	2	7	4	12	68	5	3	1	92
13	1	1	0	41	2	7	5	13	69	4	4	2	93
14	1	1	0	42	2	8	6	14	70	4	5	3	94
15	1	2	1	43	2	9	7	15	71	4	6	4	95
16	1	2	1	44	2	9	8	16	72	4	6	5	96
17	1	2	1	45	2	10	9	17	73	4	7	6	97
18	1	3	1	46	2	11	10	18	74	4	8	7	98
19	1	4	1	47	3	0	11	19	75	4	9	8	99
20	1	4	1	48	3	0	12	20	76	4	9	9	100
21	1	4	1	49	3	0	13	21	77	4	10	1	101
22	1	5	1	50	3	1	14	22	78	4	11	2	102
23	1	5	2	51	3	1	15	23	79	5	0	3	103
24	1	6	2	52	3	2	16	24	80	5	0	4	104
25	1	7	2	53	3	3	17	25	81	5	1	5	105
26	1	8	2	54	3	4	18	26	82	5	2	6	106
27	1	9	2	55	3	5	19	27	83	5	3	7	107
28	1	9	2	56	3	6	20	28	84	5	4	8	108

Fractions of a Penny are charged as a Penny. Distances under half-a-mile are not charged; half-a-mile and upwards are charged as a mile. Collection and Delivery included within the usual limits at Stations where arrangements for these services are in operation. When *extra* Baggies than one for the same Consignee are sent by the same Train they are charged *separately*.

[illegible]

This does not apply to Live Poultry and Pigeons, Students' Drawings, Felt Hats in Hat Boxes or Crates, Earthenware, Bottles of Drugs, Bottles of Wine or Spirits, or to other like traffic properly packed in Hoppers or Cases, which are charged at Ordinary Pore Rates.

Incandescent Mantles are charged the Ordinary Parcel Rate at Owner's Risk.
Statuary (including Bronze Figures), Wax Figures, Musical Instruments (unpacked), Furniture (unpacked), Weisbach Lamps, Incandescent Lamps, Electric Lamp Burners, Saccharimeters, Lactometers, Barometers, Thermometers, Ships' Compasses, Ships' Chronometers, and Symphoniums, and other delicate Scientific Instruments, Photographs, Novelties on Glass (finished or unfinished), Serum, in glass bottles, in cases, are only conveyed at Owner's Risk, and the Rates are one-fourth more than Ship Rates.

NOTE.—All previous Rates are hereby cancelled, and these are subject to be altered without giving public notice.

JOHN A. F. ASPINALL, GENERAL MANAGER.

PLEASE ORDER AND ADDRESS PARCELS "PER L. & Y. RLY."

Fig. 21. Ordinary Rates for Parcels by Passenger Train.

(See pages 56 and 58.)

when it is remembered that the railway companies accept parcels for conveyance with the charges "to pay" as well as "paid," whereas the Post Office always insist upon the charges being prepaid, it is no cause for wonder that they do a large business in this branch of their work. I may add that these rates include the services of collection and delivery within a prescribed area at places where the companies perform such services.

But in addition to the scales I have just explained, which I may say apply at companies' risk, the railways have what

Articles Conveyed at Owner's Risk by Passenger Trains.	they call an owner's risk scale, which embraces a large number of articles when sent at the owner's risk and when an Indemnity Note has been signed freeing the companies from responsibility.
---	--

In order to show the extent of this classification (for such it is), a copy is reproduced on page 59.

The charges under this scale are lower than those for ordinary parcels carried at company's risk, generally by about half, thus.

The charge for a consignment of

56 lb. would be	7d. for	30 miles.
"	" 1s. 2d.	" 50 "
"	" 1s. 9d.	" 100 "
"	" 2s. 4d.	" 200 "
"	" 2s. 11d.	for distances over 200 miles.

There is still another scale of rates of general application throughout the country for conveyance of newspaper parcels, periodicals, commercial prospectuses, and the like. This scale, which is shown on page 60, is a very low one, and the initial charge of 1d. covers the conveyance of a parcel of newspapers weighing one pound for 30 miles at owner's risk.

Roundly speaking, the charges under this scale are:—

$\frac{1}{8}$ d.	per lb. for distances under	30 miles.
$\frac{1}{4}$ d.	" " "	50 "
$\frac{3}{8}$ d.	" " "	not exceeding 100 miles.
$\frac{1}{2}$ d.	" " "	greater distances.

OWNER'S RISK SCALE OF RATES

FOR THE CONVEYANCE OF PERISHABLE AND CERTAIN OTHER TRAFFIC BY PASSENGER TRAIN,

Between all Stations on the Lancashire and Yorkshire Railway, and between Lancashire and Yorkshire Stations and Through Booking Stations on other Companies' Lines in England, Wales, Scotland, and Ireland, also Douglas (Isle of Man), and Guernsey and Jersey.

The undermentioned Articles, when carried at Owner's Risk, are charged in accordance with the Scale shown below, but the signing of a Risk Note is an indispensable condition upon which the lower rates can be applied, viz. —

DESCRIPTION OF TRAFFIC.		DESCRIPTION OF TRAFFIC.		DESCRIPTION OF TRAFFIC.	
d Bacon	ed Tobacco Leaf .....	..
d Baking Powder	ed Tobacco Stalks used in the manufacture of Snuff .....	..
d Bicuits	ed Toffee .....	..
ed Books of Patterns, Samples or Designs	ed Trimmings and Gimp (silk and wool mixed) .....	..
ed Books, packed in boxes, or to or from Circulating Librariess. Tripe .....	..
ed Books sent to Schools and Institutions for the Blind, and books sent from Lending Libraries for the Blind to private individualss. Turkeys (live) for consumption .....	..
ed Boots, Shoes, Slippers, Clogs, and material used in their manufacture (including Rubber Soles, Tips, Protectors, Soles, Soles, and Laces)s. Type, Printers' (not set in type) .....	..
ed Boot Trees, Lasts, and Polishess. Type set up in newspaper columns .....	..
ed Braces	ed Vegetables (bottlehouse and not bottlehouse) .....	..
ed Bread	ed Wall Paper .....	..
ed Buckles, Straps, and Stirrups used in the making up of Harness	ed Watercress .....	..
ed Buns	ed Wines, Spirits, Beer, and Mineral Waters in bottles, packed in cases .....	..
ed Butter	ed Woolen Goods, including parcels of Woolen Goods containing Tailors' Trimmings, but not including Cloths, Buttons .....	..
ed Cakes, except Bride Cakes	ed Yarn .....	..
ed Carpetss. Yeast (dried) ..s. Yeast (liquid) ..	..
ed Cheese		
ed Cheese (soft)		
ed Chocolate		
ed Cigarettes		
ed Clothing, Ready-made		
ed Clothing, Tailors' finished and unfinished		
ed Cocoa		
ed Coffee		
ed Cotton Goods		
ed Cream		
ed Crumpeys		
..s. Distances		
ed Dripping		
..s. Ducks (live) for consumption		
ed Dried Goods and Goods for Drying (including Dried Grasses, not valuable Feathers or Ribbons)		
ed Eggs		
ed Elastic Web		
..s. Electrical Appliances (uncharged with either Sulphuric Acid or Electricity)		
..s. Electricity Meters		
ed Families' Boxes and Hampers containing Linen, whether to private residences or to laundry companies or laundry agencies		
ed Families' Boxes and Hampers containing Fruit, Vegetables, Eggs, Poultry, or Butter, for home consumption when sent from one private residence to another		
ed Fish (dead or alive), including Fry and Eggs for breeding purposes; also Tinned and Potted Fish		
ed Flowers (cut)		
..s. Fowls (live) for consumption		
ed French-cleaning		
ed Fruit (bottlehouse and not bottlehouse)		
ed Fustian		
ed Gasters		
ed Hams (dead)		
..s. Hoses (live) for consumption		
..s. Hoses (live) to be fattened and ultimately intended for consumption		
ed Gingerbread		
ed Gloves		
ed Green Bone Meal		
ed Haggis		
ed Hams		
ed Heads, Reeds, Staves, and Reed Wire		
ed Honey		
ed Horse Belting, and Leather Belting for Machinery		
ed Hosiery		
ed Ice		
ed Ice Cream		
ed Jams and Jellies		
ed Laces, Mohair		
ed Laces, Felt Leather for Belting		
ed Lead		
ed Leather for Manufacture		
ed Leather Leggings		
ed Lemons, Cheese, in jars		
ed Linen Goods		
ed Liquorice Root		
ed Machinery (maximum 2 cwt.)		
ed Malt Extract or Glucose Malt		
ed Manures or Fertilisers, Horticultural		
ed Margarine		
ed Marmite Food Extract		
ed Meat, fresh, cured, cooked, preserved, extracts of, or prepared for food		
ed Milk, condensed, in cans		
ed Milk, in bottles or glass jars, packed in boxes or hampers		
..s. Memo.—The returned empties must be charged at the Returned Empty Scale		
ed Mistletoe and Evergreen		
ed Muffins		
ed Mushrooms		
ed Mustin Goods		
ed Nuts (Vegetable Butter)		
ed Nut (edible)		
ed Paper Blinds		
ed Paper for Printing Newspapers		
ed Paper (house) and Paper Bags		
ed Pickles in jars, packed in boxes, cases, or hampers		
ed Pies (corn, veal, or ham)		
..s. Pigeons (common live) for consumption		
ed Plants, and Flowers (including Orchids not in bud or bloom) in less than truck loads		
ed Poultry (dead)		
ed Rabbits (dead)		
ed Rugs, Skin (woollen), made from Sheep's Fleeces		
ed Sausages, Vegetable, in bottles		
ed Savoury Skins		
ed Seeds		
..s. Stereotype Casts used in printing newspapers and magazines		
ed Trawns (dead)		
ed Freshmen		
ed Tapes and Webbing		
ed Tea		
ed Tobacco (including Cigarettes, but excluding Cigars and Snuff)		

1 Does not apply between Stations in England and Stations in Scotland. 2 If the Accumulators are charged, full Ordinary Parcel Rates apply. 3 For all distances over 100 miles the Rate for Butter, Margarine, Lard, Dripping, etc., at Risk, and Yeast, is that shown for distances above 100 and not exceeding 200 miles. 4 Dried Yeast is conveyed at Company's risk. 5 Yeast, in cases or barrels, will not be accepted for carriage unless the tops of the cases or barrels have been taken off, and the Yeast covered by canvas, matting, or some other porous material, or unless some other precautions have been taken to prevent explosion by fermentation. 6 The term "Ready-made Clothing" applies to articles of male and female attire made to special order, excluding hand covering, and articles made off, or decorated with silk, lace, or fur. 7 Honey, in sections, packed in boxes, is only accepted for conveyance at Owner's Risk. 8 Including collection (see note below). 9 Including delivery (see note below). s.s. Station to Station, including neither collection nor delivery. * Does not apply with Stations on the South Eastern and Chatham Railway.

NOTE.—Traffic is only Collected and Delivered within the usual limits at Stations where arrangements for these services are in operation.

SCALE OF RATES.

DISTANCE.		WEIGHT NOT EXCEEDING																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
Not exceeding 30 miles		d	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	60	
Above 30 and not exceeding 50 miles		0	40	40	50	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
" 50 " " 100		0	40	40	50	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
" 100 " " 200		0	40	40	50	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
Above 200 miles		0	40	40	50	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	

DISTANCE.		WEIGHT NOT EXCEEDING																															
		30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Not exceeding 30 miles		d	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	60	60
Above 30 and not exceeding 50 miles		0	80	80	80	80	90	90	90	90	90	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
" 50 " " 100		1	01	01	01	11	11	21	21	21	21	31	31	41	41	51	51	61	61	71	71	81	81	91	91	101	101	101	101	101	101	101	101
" 100 " " 200		1	71	81	81	91	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101
Above 200 miles		1	71	81	81	91	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101

WEIGHT NOT EXCEEDING

DISTANCE.		30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	Above 58	
		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Not exceeding 30 miles.....	d	0	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Above 30 and not exceeding 50 miles	0	80	80	80	80	90	90	90	90	90	100	100	100	100	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
" 50 " " 100	1	01	01	01	11	21	21	21	31	31	31	31	41	41	41	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51
" 100 " " 200	1	31	41	41	51	51	51	61	71	71	71	81	81	91	101	101	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
Above 200 miles	1	71	81	81	91	101	101	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110

Packages with stations in the interior of Ireland are charged, irrespective of distance, at the rates for above 200 miles. When any of the above-mentioned articles are conveyed at Company's Risk, full Ordinary Parcel Rates are charged, except in the case of Dried Yeast. Fractions of a penny are charged as a penny.

The above Rates—except for Grapes, which are charged at "per basket" at Full Parcel Rates—are applicable between Guernsey and Jersey and Stations in England and Wales, also between Guernsey and Jersey and the Irish Ports of Belfast, Cork, Dublin, Greenore, and Waterford, but not between Guernsey and Jersey and Scotland and Interior Stations in Ireland.

Cut Flowers in cross-handled baskets at Owner's Risk are charged at the above scale, minimum 800s., no less charge than 6d. per basket, Station to Station.

All other traffic is subject to the usual conditions and regulations. The above Rates do not include either collection or delivery in the Channel Islands.

HEAD OFFICES, MANCHESTER, September, 1906.

JOHN A. F. ASPINALL, GENERAL MANAGER.

Fig. 22. Owner's Risk Rates for Parcels by Passenger Train.

(See page 58.)

A further concession is given in connection with this owner's risk scale in charging returned parcels of newspapers at half these rates, with a minimum charge of *2d.*

The railway companies supply stamps or labels for traffic carried at the newspaper scale on the same principle as the Post Office, and senders affix these before despatch, which proves a very convenient arrangement. If labels are not used, no less charge than *4d.* is made.

Mileage There are other mileage scales of charges which are of general application for such articles
Charges for as bicycles, perambulators, mail carts, motor
Bicycles, etc. bicycles, etc.

(Facsimile of Advertisement.)

Newspaper Parcels, Periodicals, &c., by Passenger Train.																																	
NEWSPAPER PARCELS.																																	
The following Rates and Conditions apply for Conveyance of Parcels containing Newspapers between all Stations on the Lancashire and Yorkshire Railway, also with Through Booking Stations on other Companies Lines in England, Wales, Scotland, and Ireland, also Douglas (Isle of Man), and Guernsey and Jersey.																																	
SCALE OF CHARGES AT OWNERS' RISK.																																	
Full ordinary Parcel Rates are charged at Company's Risk.																																	
NOTE.—These Rates apply whether the Parcels are forwarded under Labels or without Labels, but if without Labels no less charge than Fourpence will be made, whether the carriage be prepaid or charged forward.																																	
Not exceeding	WEIGHT NOT EXCEEDING																																
	lbs.																																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
Miles	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.
30	0 1	0 2	0 2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
50	0 1	0 2	0 2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
100	0 2	0 3	0 3	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4
200	0 3	0 4	0 4	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5
Above 200	0 3	0 4	0 4	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5
	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48																	
Miles	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.
30	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4
50	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4
100	0 11	1 0	1 0	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
200	1 3	1 3	1 3	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4
Above 200	1 7	1 7	1 7	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8
Returned Parcels of Newspapers only (not Periodicals, &c.) are conveyed at half above Rates.—No less charge than 3d. Fractions of a Penny will be reckoned as a Penny in all cases.																																	

Fig. 23. Owner's Risk Rates, for Parcels of Newspapers and Periodicals.

(See page 58.)

The railway companies undertake the conveyance of horses and carriages by passenger train between certain of their stations where loading and unloading accommodation is provided. As a rule the rate for a horse is *3d.* per mile with a minimum charge of *5s.*, and for a carriage *4d.*, *4½d.*, or *5d.* a mile with a minimum charge of *7s. 6d.*, but several companies have legal powers to charge as much as *5d.* a mile for horses and *7d.* for carriages, with higher minimum charges. These rates do not include collection or delivery services.

The above-named charges include the provision of a suit-

RATES FOR TRAFFIC BY PASSENGER TRAIN 61

able vehicle, and it is a matter of doubt whether such traffic really pays the railway companies when sent in small numbers and for short distances, looking at the services which have to be performed in haulage and shunting.

Through rates for horse and carriage traffic are made up by adding together the local rates of the companies concerned.

Then there are rates for showmen's vans at 6*d.* per truck per mile, at owner's risk, station to station only, with a minimum charge of 7*s.* 6*d.*, not more than 50 cwt. to be loaded on one truck. When the weight of such vans exceeds 50 cwt. they are only carried by special passenger or goods train service, and the following charges apply, viz :—

	Per mile per van.
Above 2 tons 10 cwt., and not exceeding 3 tons ..	6 <i>d.</i>
Above 3 tons, and not exceeding 5 tons	7 <i>d.</i>
Above 5 tons, and not exceeding 7 tons	8 <i>d.</i>
Above 7 tons—by special arrangement, with a minimum charge as for 15 miles.	

Where such traffic is sent at company's risk, an additional charge of 25 per cent. is made. There is also a mileage scale of rates for vans loaded with various descriptions of traffic such as plants and flowers, commercial travellers' vans, corpses, etc.

Although the companies are not common carriers of dogs, they do carry a great number by their passenger trains at a very reasonable scale. For instance, the charge for a dog for 10 miles when accompanied by a passenger between local stations is only 3*d.*, but when sent alone 6*d.* For distances up to 20 miles the charge is still 6*d.*, then an additional 3*d.* for the 10 miles and a further similar addition for distances between 30 and 40 miles ; after that the scale moves in steps of 6*d.* for additional distances of 20, 30, and 50 miles, and so on.

Again, a considerable carrying business is done by some companies in sheep, lambs, pigs, cows, and other animals by passenger train, all of which are charged at mileage scale rates easily calculated and fixed on a very fair basis.

IV

ORDINARY FARES

THE word "ordinary" is used to distinguish between the fare which is usually paid by a passenger who now travels by any train he chooses as against the excursionist, who takes advantage of the cheaper fare granted by specified trains and on certain days as advertised by the railway companies. It is interesting to contrast the state of things which existed in the early age of railways with the luxurious conditions of travel at the reasonable fares which obtain to-day. I have been looking over some very old Acts of Parliament, and I find the following clause in an Act which was passed in 1836, and which deals with the charges for the conveyance of passengers. It read as follows:—

COMPANY AUTHORIZED TO CARRY PASSENGERS, CATTLE AND GOODS, AND TO CHARGE FOR THE SAME

And be it further enacted that it shall be lawful for the said Company, and they are hereby authorized, if they shall think proper, to convey upon the said Railway, and also along and upon any other Railway communicating therewith, in wagons or other carriages belonging to the said Company, all such passengers, cattle and other animals, goods, wares and merchandise, articles, matters and things as shall be offered to them for such purpose, and to make such reasonable charges for such conveyance as they may from time to time determine upon, in addition to the several rates or tolls, by this Act authorized to be taken: Provided always that it shall not be lawful for the said Company, or for any person using the said Railway, to charge for the conveyance of any passenger upon the said railway any greater sum than the sum of *threepence halfpenny*. per mile, including the rate or toll hereinbefore granted.

Some later Acts provide that for passengers conveyed in or by express trains a sum of *3d.* per mile will be charged, then a lower charge of *2½d.* per mile may be made for other

passengers conveyed in first-class carriages by any other trains than expresses, and second-class passengers by any such slower trains may be charged $2d.$ per mile. The Act which was passed in 1851 provides that for passengers conveyed in third-class carriages by other trains than expresses, the charge of $1\frac{1}{4}d.$ per mile will be made, and in parliamentary trains, of which I shall speak later, $1d.$ per mile.

I see, on looking over the report of the Royal Commission on railways in the year 1867, that the average passenger single fares charged by 12 of the principal companies of Great Britain were at that time as follows :—

Express Trains.		Ordinary Trains.		
1st Class. per mile.	2nd Class. per mile.	1st Class. per mile.	2nd Class. per mile.	3rd Class. per mile.
<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
2·63	1·93	2·11	1·51	0·92

The same report gives the speed of the express trains of the period, including stoppages, at about 40 miles per hour, and the average of the ordinary trains at from 18 to 30 miles per hour.

The Railway Regulation Act of 1844 contains a condition that all railway companies are to run a train over the entire length of the railway at least once each way per day, stopping at all stations by which third-class passengers were to be carried, at a charge not exceeding $1d.$ per mile. This was the origin of the term “parliamentary train” and “parliamentary fare.”

Clause 6 of the Act reads :—

6. And whereas it is expedient to secure to the poorer class of travellers the means of travelling by railway at moderate fares, and in carriages, in which they may be protected from the weather, be it enacted that on and after the several days hereinafter specified all passenger railway companies which shall have been incorporated by any Act of the present Session, or which shall be hereafter incorporated, or which by any Act of the present or any future Session shall have obtained, or shall obtain, directly or indirectly, any extension or amendment of the powers conferred on them respectively by their previous Acts, or have been or shall be authorized to do any act unauthorized by the provisions of such previous acts, shall, *by means of one train at the least, to travel along their railway*

from one end to the other of each trunk, branch, or junction line belonging to or leased by them, so long as they shall continue to carry other passengers over such trunk, branch, or junction, once at the least each way on every week day, except Christmas Day and Good Friday (such exceptions not to extend to Scotland), provide for the conveyance of third-class passengers to and from the terminal and other ordinary passenger stations of the railway, under the obligations contained in their several Acts of Parliament, and with the immunities applicable by law to carriers of passengers by railway and also under the following conditions (that is to say):—

Hours of Starting.—Such train shall start at an hour to be from time to time fixed by the directors, subject to the approval of the Lords of the Committee of Privy Council for Trade and Plantations.

Rate of Speed.—Such train shall travel at an average rate of speed not less than 12 miles an hour for the whole distance travelled on the railway, including stoppages.

Stoppages.—Such train shall, if required, take up and set down passengers at every passenger station which it shall pass on the line.

Carriages.—The carriages in which passengers shall be conveyed by such train shall be provided with seats, and shall be protected from the weather, in a manner satisfactory to the Lords of the said Committee.

Fares.—The fares or charge for each third-class passenger by such train shall not exceed one penny for each mile travelled.

Then it is enacted by a following clause, No. 9, that no tax shall be levied upon the receipts of any railway com-

<p>Duty on Passenger Tickets.</p>	<p>pany from the conveyance of passengers at fares not exceeding one penny for each mile by any such cheap train as aforesaid.</p>
--	--

This means that the passenger duty of 5 per cent., payable to the Government on the passenger receipts of the railways, was remitted so far as passengers conveyed at rates not exceeding 1*d.* per mile by stopping trains was concerned, but the absurd anomaly arose and was continued for many years that the companies were required to pay the duty on passengers conveyed by express trains at 1*d.* per mile. They were thus penalized for giving facilities to the public, the law authorities upholding the view that no train was a *cheap* train within the meaning of the Act of 1844 which did not stop at every station. For a long time

now third-class passengers have been conveyed by all trains by the principal companies.

In the year 1883 the Cheap Trains Act was passed, which amended the law relating to railway passenger duty and removed the anomaly I have just alluded to. By this Act, fares not exceeding the rate of 1*d.* per mile were to be exempt from duty only where the ordinary fare for the single journey does not exceed that rate.

The same Act also prescribes that duty shall be payable at the rate of 2 per cent. on fares exceeding 1*d.* per mile for conveyance between railway stations within one urban district, e.g., Manchester and Pendleton, the minimum number of population within the area to justify the arrangement being 100,000 inhabitants. I shall have to refer to this Act later in connection with the fares for workmen's tickets.

The regulation as to payment of passenger duty works out curiously in some instances. I know a case where the first-class return fare between a pair of stations 18½ miles apart is 3*s.*, i.e., a passenger is conveyed 37 miles in the double journey for 36 pence, or 1*d.* less than a penny per mile, yet because the single first-class fare is a trifle over 1*d.* per mile, the Government refuse to allow the remission of duty on the return fare.

Ten years ago the amount of duty paid by the railway companies in England and Wales to the Government was £18 per mile of line open, while last year the amount was £21. The traffic on Scotch railways only produces a payment under this head of £6 to £7 per open mile, and in Ireland no duty whatever is levied. I recently read a paper from the pen of Mr. Holyoake, the Chairman of the Travelling Tax Abolition Committee. The object of the Committee is the unconditional abolition of the railway passenger duty. Mr. Holyoake deals with the subject in a very interesting way, and points out that while horses and carriages travelling on ordinary roads have been relieved from the tolls they used to pay for the repair of the roads they used to wear out, the railway companies have for the past 70 years had forced upon them what he terms the repulsive duty of tax collectors for the Government, and in addition, have had

to bear all the expenses of clerkage, indeed, paying the cost of taxing themselves. The railway companies are bound, by Act of Parliament, to send a copy of the account of receipts from passengers for the preceding month, verified by the certificate of the secretary and accountant, to the Commissioners of Inland Revenue within 20 days after the end of every month and pay the amount of duty.

The principal companies in England which have three classes of fares are the G.W.R., L. and Y., L. and N.W.,
Second Class L. and S.W., L. B. and S.C. and the S.E. and
Fares. C. Railways. The Midland abolished the second-class about 30 years ago, and several companies, including the G.C., G.N., and N.E. Railways, have since followed that example.

The very small addition (as a rule now only about 10 per cent.) made to the third-class fares for second-class accommodation, especially when the passenger duty, which has to be paid away to the Government, is taken into account, makes it appear doubtful whether it pays the railway companies to provide this more expensive accommodation. There has, however, certainly been an enormous development in the second-class traffic since some of the northern companies reduced their fares some years ago.

First-class fares are not fixed on a hard and fast basis. Take the fares from Manchester to London as an example.

First Class The third-class single fare is 15s. 5½d., repre-
Fares. senting a distance of 185½ miles. The first-class single fare is 24s. 6d., which works out to about 1½d. per mile, plus 5 per cent. duty. Another illustration, Manchester and Carlisle. The third-class single fare is 10s. 1d., based on a distance of 121 miles, and the first single is 18s., which represents 17d. per mile plus 5 per cent. Then Manchester and York, where the third-class single fare is 5s. 7d., and in this case two companies are concerned. The first-class single is 10s. 4d., which on the distance represented by the parliamentary fare (67 miles) means about 19d. per mile plus duty. Thus there is no fixed rule adopted,

¹ The Great Western Company have now (October, 1909) abolished second class carriages on certain sections of their railway.

but these instances show that the companies are charging figures well within their maximum powers and much less than the average of 40 years ago. Railway companies are not compelled to issue return tickets, but these are now almost universally granted, and often at a reduction on the two single fares, although on some lines, where the scale of first single fares is on the low basis of about $1\frac{1}{2}d.$ per mile, no concession is made in the price of return tickets.

In arranging through fares between stations on more than one railway, i.e., foreign fares, the proposing company usually makes up the figures on the sum of the two locals, i.e., by adding the fares from starting station to the junction with the other company to that from the junction to destination station. Many other considerations have, however, to be taken note of in making up these through fares, e.g., shorter routes in combination with other railways, but in all cases the sum of the lowest locals is adopted by the various routes by which passengers are booked.

V

TOURIST FARES

WHEN tourist tickets were first granted by the railway companies, the issue was confined to pleasure resorts during the months of May to September inclusive. In recent years, however, the railway companies have been cultivating a business in travel during the winter months to a great extent, and have continued the cheap bookings to a number of places on their systems. This concession has been an advantage to the invalids and others in search of a mild climate and sunshine during the period when the cities and towns are frequently surrounded in gloom.

All the railway companies issue what is called a tourist programme, giving full particulars of the fares, routes, breaks of journey, and notes as to availability of the tickets.

The fares for first and second-class tourist tickets are, as a rule, the same as those for ordinary tickets where such are in force, but the third-class fares are in many cases made up of a single fare and three-fourths rounded to even shillings, but the period of availability of the ticket is extended in a number of instances up to the end of the year in which they are issued.

The list of places to which tourist tickets are issued is very extensive, covering all the principal places of interest in England, Scotland, Wales, Isle of Man, Ireland, Isle of Wight, and the Continent.

Looking at the programme issued by one of the northern companies of England, I find that the tourist list embraces about 500 places.

In recent years there has been a growing tendency on the part of the holiday public to move about from one place to another, and in order to meet this want the railway companies have arranged what are called circular tourist tickets

at a reduction upon the accumulated fares from point to point.

One example will suffice to explain these tours. A passenger can obtain a ticket during the summer months from
Circular Manchester for the Dublin, Killarney and
Tours. Belfast circular tour for £4 3s. 9d. first-class, £3 4s. 9d. second-class, or £2 1s. third-class. This ticket enables him to break the journey at Chester, Rhyl, Llandudno, Bangor, and any other station on the main line between Holywell and Holyhead inclusive. He then proceeds to Dublin North Wall by the London and North-Western Company's steamers, where he can break his journey before proceeding by the Great Southern and Western Company's line to Killarney. If he wishes to do so, he is permitted to alight at Limerick Junction in either direction and may travel to Cork instead of Killarney. Returning to Dublin, he proceeds northwards to Belfast with a permissive stay at Dundalk, returning home from Belfast via Fleetwood. This tour can be reversed if the passenger wishes and so states at the time of booking.

VI

EXCURSION AND OTHER CHEAP FARES

WE now turn to the subject of excursion fares. I believe I am correct in saying that the first publicly-advertised excursion train run in England was that between Leicester and Loughborough on July 5, 1841, when 570 passengers were carried there and back ($12\frac{1}{2}$ miles each way) at 1s. a head. This excursion was organized in connexion with a temperance gathering by Mr. Thos. Cook, the founder of the well-known firm of Thos. Cook & Son, whose name as organizers of travel is now famous throughout the world.

What enormous developments have taken place since that time in the business of cheap travel! The inducements which are offered by the railway companies in this direction are remarkable, and there is now hardly a place of note in the United Kingdom to which it is not possible to obtain an excursion ticket at holiday and other frequent stated times covering periods which have been fixed to suit the needs of the majority of the travelling public.

There are no statutory obligations on railway companies in connexion with the fixing of excursion fares. Some companies adopt a mileage scale for determining the fares to be charged on their railway, but the main consideration which is taken into account by railway traffic managers is that of placing such cheap fares and facilities before the public as will attract passengers in large numbers and full train loads, and thus make what would otherwise be a losing business into a transaction leaving a fair margin of profit.

Take the popular third-class excursion day fare of 3s. from Manchester to Blackpool as an example. The distance is 45 miles to the Talbot Road Station, i.e. 98 miles there and back. In this case passengers get the privilege of

being conveyed at a trifle over $\frac{1}{3}d.$ per mile by some of the best trains of the day and every day in the year, as well as by special trains at busy times. The same fare is charged from Manchester to Morecambe and Southport and Liverpool, these places being looked on in the light of attraction as competitive to an extent with Blackpool. In many cases the companies grant first-class excursion tickets at fares double the third-class, and the second-class passenger can also obtain a ticket to Blackpool, Southport and Liverpool, at a moderate addition to the third-class fare.

Another interesting example is that of the day excursion fare of 11s. third-class from the Lancashire district to London. Taking Blackburn as a representative point, the distance to London by the shortest route is 210 miles, i.e., 420 miles for the double journey for 132 pence, or a trifle under one-third of a penny per mile.

Then we have the attractive fare of 3s. 3d. charged by the Great Central Company from Manchester to Cleethorpes, 103 miles in each direction, which represents about one-fifth of a penny per mile. This very low figure is placed before the public at frequent intervals as a counter attraction to some of the West Coast watering-places, and, of course, can only pay the company when large numbers travel together.

Quite recently the Great Northern Company made a spirited effort to draw Londoners to their seaside resort Skegness, by a specially low quotation of 3s., as against the strong attraction of the much nearer seaside places served by the southern railways. The distance is 132 miles in each direction, representing 0.14d. per mile, and I believe the company have succeeded in obtaining good trains from King's Cross on Sundays and Thursdays during the summer. The trains are timed to perform the run in three hours in each direction, and the passengers are allowed to stay about five hours by the sea.

Apart from the opportunities for frequent travel at a cheap rate, which the public are not slow to take advantage of, cheap facilities of this kind act as an advertisement, as the public can thus have opportunities of seeing what the

various places are like, and talk of them to their friends, who, like themselves, will probably decide on spending longer periods there next time, which, of course, means an increased revenue to the railway companies in the shape of higher fares for the extended time of the holiday.

It would take up too much space for me to explain in detail the numerous sets of excursion fares which are now in operation on the various railways, but I will endeavour to make the general scheme as clear as I can in a few words.

First of all, there is the half-day or one-day excursion fare. Tickets issued at these rates are, as a rule, issued

Half-Day and Day Excursion Tickets.	by specified trains, as announced by the railway companies' handbills, and are only available to the stations named on the ticket and not to intermediate stations.
--	---

Then there are the excursion tickets for three, four or five days, usually issued at the same time as the day tickets.

Short Period Excursion Tickets.	For instance, a passenger desiring to go to Blackpool on a Monday can obtain a third-class excursion ticket by certain specified trains announced on the bills, available up to the following Friday, for 5s., and corresponding fares for first and second-class accommodation, and can return on the following Tuesday, Wednesday, Thursday or Friday. These tickets are usually spoken of as "short period excursion tickets."
--	---

Within the last 20 years there has been a considerable growth in the passenger traffic at the week ends to the

Short Date Week-end Tickets.	seaside and other places of resort. The railway companies have encouraged this by the issue of "short date week-end tickets" at very moderate fares, generally about a single fare for the double journey, available from Friday or Saturday to the following Monday or Tuesday, and such tickets are, as a rule, acknowledged by any train in either direction.
---	--

Another kind of ticket is also issued at the week ends available for 10 or 11 days. These tickets are known as

Long Date Week-end Tickets.	"long date week-end tickets," as distinct from the short date week-end tickets to which I have just referred, and enable the passenger
--	--

to return any day up to the Monday but one following the date of issue. The fares for these tickets are generally the mean of those charged for short date tickets and tourist tickets.

We have lately heard of some remarkable long-distance excursions from the Lancashire district. A short time ago

Long Distance a day excursion was promoted from East
Excursions. Lancashire to Boulogne at a return fare of 18s. 6d., and quite recently a large number of passengers availed themselves of the opportunity of travelling to Killarney and back (about 370 miles each way) by a day trip, the fare for which was 12s. return. This was an exceptionally low quotation for the distance covered.

The few illustrations which I have quoted in the connexion of excursion facilities sufficiently prove, I think, that railway companies have as keen an eye to business as other trading concerns in the country, and, as was once well said, they are not, as some people would have you believe, grasping monopolists, pursuing only their own selfish advantage at the expense of the community.

In addition to the excursion and week-end fares of which I have just been speaking, the railway companies have a

Fares for system of cheap tickets which they issue to
Picnic and picnic or pleasure parties travelling to pleasure
Pleasure resorts, the fares for which are based on a
Parties. single journey fare plus 25 per cent. and

fractional parts of a penny for parties of not less than 6 first, or 10 second or third-class passengers. If the party is large enough to cover 50 first or 100 second or third-class passengers travelling to a place not less than 30 miles distant, the ordinary single fare is charged for the double journey. These facilities are largely taken advantage of by cricket, football and lacrosse clubs and the like. It is, of course, necessary to ensure proper arrangements being made as regards accommodation, and instructions given to the station staff, that application be made to the company for the cheap fares several days before the party travel.

Some of the railway companies encourage lovers of walking and cycling to travel by their trains by a system of

cheap fares from towns to various places, the tickets being available for return from some other cross-country station. The intervening distance is traversed either afoot or awheel, and cyclists can purchase under this arrangement tickets to cover the conveyance of their machines by train in both directions. The fares are made up, as a rule, on the sum of the two single fares, less one-third, and the cycle rates on the scale for the accumulated distance travelled by railway.

These walking and cycling tour tickets are issued daily by all ordinary trains, and are taken advantage of to a very fair extent. Guide books describing the various districts comprised by the tours are issued gratuitously by the railway companies.

A short time ago the Great Central Company instituted a very low fare from Manchester on Sundays with the view to attracting people from the town to the country, and I believe the system was attended with great success. The return fare from Manchester to Hadfield, for example, which is about 12 miles distant, was 6*d.*, and to Woodhead, 7 miles further, 9*d.*

VII

SEASON AND TRADERS' TICKETS

SEASON tickets, or as they are otherwise called, contract tickets, are issued by the railway companies to passengers who desire to make frequent journeys between the points specified on the tickets. They are not transferable, and one of the conditions of their issue is that they are to be exhibited to the company's servants whenever required.

As a general rule, these tickets are issued for periods of three, six and twelve months, commencing from the first day of the month, and the majority of the companies now grant them for third as well as first, and also second-class where such accommodation is provided. In some cases, particularly at the seaside, tickets are issued from any date, covering periods of two weeks, one month and two months.

Tickets at half the adult rate are issued to people under 18 years of age on a certificate from the head master or principal of a school or an employer stating the applicant's age and date of next birthday.

The rates for ordinary season tickets are based on a mileage scale, the lowest charge on some companies' lines for a 12 months' first-class ticket being £5, second-class £3 15s., and £3 for third-class, the Government duty of 5 per cent. being added in the case of first and second-class tickets. The charges for 12 months' tickets are, as a rule, lower than double those for six months' tickets, or four times the quarterly rate, on the principle of reduction for quantity.

The ordinary scale of charges for season tickets in operation on one of the northern railways is shown on next page, and I will explain it.

Some companies have adopted lower scales of rates than as given on page 76 in the neighbourhood of large towns, and looking at the fact that these season tickets are available for any number of journeys per day (thus enabling many

SCALE OF CHARGES

FOR

ORDINARY SEASON TICKETS,

Miles	FIRST CLASS			SECOND CLASS			THIRD CLASS			Miles
	12 months	6 months	3 months	12 months	6 months	3 months	12 months	6 months	3 months	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1	5 0 0	2 10 0	1 10 0	3 15 0	2 0 0	1 5 0	3 0 0	1 12 0	1 0 0	1
2	6 0 0	2 10 0	1 10 0	3 15 0	2 0 0	1 5 0	3 0 0	1 12 0	1 0 0	2
3	5 5 0	3 0 0	2 0 0	3 15 0	2 5 0	1 10 0	3 0 0	1 16 0	1 4 0	3
4	6 5 0	3 15 0	2 5 0	4 15 0	3 0 0	1 15 0	3 16 0	2 8 0	1 8 0	4
5	7 10 0	4 10 0	2 10 0	5 15 0	3 10 0	2 0 0	4 12 0	2 16 0	1 12 0	5
6	8 10 0	5 5 0	3 0 0	6 10 0	4 0 0	2 5 0	5 4 0	3 4 0	1 16 0	6
7	9 10 0	5 15 0	3 5 0	7 5 0	4 10 0	2 10 0	5 16 0	3 12 0	2 0 0	7
8	10 10 0	6 10 0	3 15 0	8 0 0	5 0 0	2 15 0	6 8 0	4 0 0	2 4 0	8
9	11 10 0	7 0 0	4 0 0	8 15 0	5 10 0	3 0 0	7 0 0	4 8 0	2 8 0	9
10	12 10 0	7 10 0	4 10 0	9 10 0	6 0 0	3 5 0	7 12 0	4 16 0	2 12 0	10
11	13 10 0	8 5 0	4 15 0	10 5 0	6 10 0	3 10 0	8 4 0	5 4 0	2 16 0	11
12	14 10 0	8 15 0	5 5 0	11 0 0	7 0 0	3 15 0	8 16 0	5 12 0	3 0 0	12
13	15 10 0	9 10 0	5 10 0	11 15 0	7 10 0	4 0 0	9 8 0	6 0 0	3 4 0	13
14	16 10 0	10 0 0	6 0 0	12 10 0	8 0 0	4 5 0	10 0 0	6 8 0	3 8 0	14
15	17 10 0	10 10 0	6 5 0	13 5 0	8 10 0	4 10 0	10 12 0	6 16 0	3 12 0	15
16	18 10 0	11 0 0	6 15 0	14 0 0	9 0 0	4 15 0	11 4 0	7 4 0	3 16 0	16
17	19 5 0	11 10 0	7 0 0	14 10 0	9 10 0	5 0 0	11 12 0	7 12 0	4 0 0	17
18	20 0 0	12 0 0	7 5 0	15 5 0	9 15 0	5 5 0	12 4 0	7 16 0	4 4 0	18
19	20 15 0	12 10 0	7 10 0	15 15 0	10 5 0	5 10 0	12 12 0	8 4 0	4 8 0	19
20	21 10 0	12 10 0	7 15 0	16 5 0	10 10 0	5 10 0	13 0 0	8 8 0	4 8 0	20
21	22 10 0	12 10 0	8 5 0	17 0 0	11 0 0	5 15 0	13 12 0	8 15 0	4 12 0	21
22	23 5 0	12 10 0	8 10 0	17 10 0	11 0 0	6 0 0	14 0 0	8 15 0	4 16 0	22
23	24 0 0	12 10 0	8 15 0	18 5 0	11 0 0	6 5 0	14 12 0	8 15 0	5 0 0	23
24	24 15 0	12 10 0	9 0 0	18 15 0	11 0 0	6 10 0	15 0 0	8 15 0	5 4 0	24
25	25 0 0	12 10 0	9 5 0	19 5 0	11 0 0	6 10 0	15 8 0	8 15 0	5 4 0	25
26	25 0 0	12 10 0	9 15 0	20 0 0	11 0 0	6 15 0	16 0 0	8 15 0	5 8 0	26
27	25 0 0	12 10 0	10 0 0	20 10 0	11 0 0	7 0 0	16 15 0	8 15 0	5 12 0	27
28	25 0 0	12 10 0	10 5 0	21 5 0	11 0 0	7 5 0	17 10 0	8 15 0	5 16 0	28
29	25 0 0	12 10 0	10 10 0	21 15 0	11 0 0	7 10 0	18 5 0	9 2 6	6 0 0	29
30	25 0 0	12 10 0	.....	22 0 0	11 0 0	.....	19 0 0	9 10 0	.....	30

* In addition to the above, 5 per cent. is charged on 1st and 2nd Class Tickets for Government Duty.

Fig. 24. Scale of Charges for Ordinary Season Tickets on a Northern English Railway.

(See pages 75 and 77.)

to travel home for lunch at mid-day), the cost of travelling between the home station and place of business is reduced to a very small figure, and places the advantage of living in the country within the reach of many who would otherwise be unable to do so.

A still further advantage is accorded by some of the railway companies when two or more members of the same family residing at the same house take full-price season tickets between the same stations from the same date, for the same period and for not less than three months, by a reduction of 10 per cent. in the charge for two tickets and 15 per cent. for three or more tickets.

Before leaving the subject of season tickets I may mention that the total number of such tickets of all classes issued by the British railway companies during the year 1906, including workmen's tickets, and all reduced to the equivalent of annual tickets was 593,255, and the receipts therefrom were upwards of $3\frac{3}{4}$ million pounds.

The scale of charges for traders' season tickets, which is shown on page 78, is lower than that for ordinary season tickets.

Take the initial charges as an example. The traders' scale starts at 30 miles, the first-class 12 months' rate being £13, as against £25 for an ordinary season ticket charged by the Northern Railway Company I have just referred to. Similarly, the second-class rate is £11 10s., as compared with £22, and third-class £10, as against £19 for an ordinary season ticket for the same period and distance. To be entitled to a traders' season ticket, a firm must forward traffic over the company's railway, the carriage value of which is not less than £300 per annum. This modest condition enables many firms to qualify for tickets at this low scale, and is of great assistance to them in the development of their business, as their representatives can get about the country to see their customers and push their business very cheaply. Just to quote an example: a trader can, under this arrangement, obtain a first-class ticket covering 300 miles at £60 per annum or 4s. per day, while a third-class ticket for the same distance only works out to about 2s. 8d. per day.

SCALE OF CHARGES

FOR

TRADERS' SEASON TICKETS.

Distance up to	FIRST CLASS		SECOND CLASS		THIRD CLASS		Distance up to
	12 Months	6 Months	12 Months	6 Months	12 Months	6 Months	
Miles	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Miles
30	13 0 0	7 5 0	11 10 0	6 10 0	10 0 0	5 13 0	30
35	14 5 0	8 0 0	12 14 0	7 4 0	11 0 0	6 4 0	35
40	15 10 0	8 14 0	13 18 0	7 17 0	12 0 0	6 15 0	40
45	16 15 0	9 8 0	15 2 0	8 10 0	13 0 0	7 6 0	45
50	18 0 0	10 2 0	16 6 0	9 3 0	14 0 0	7 17 0	50
55	19 5 0	10 16 0	17 10 0	9 17 0	14 18 0	8 8 0	55
60	20 10 0	11 10 0	18 14 0	10 10 0	15 16 0	8 18 0	60
65	21 15 0	12 4 0	19 18 0	11 4 0	16 14 0	9 8 0	65
70	23 0 0	12 18 0	21 2 0	11 17 0	17 12 0	9 18 0	70
75	24 5 0	13 12 0	22 6 0	12 10 0	18 10 0	10 8 0	75
80	25 10 0	14 6 0	23 10 0	13 4 0	19 6 0	10 17 0	80
85	26 15 0	15 0 0	24 10 0	13 16 0	20 2 0	11 6 0	85
90	28 0 0	15 14 0	25 10 0	14 7 0	20 18 0	11 15 0	90
95	29 5 0	16 8 0	26 10 0	14 18 0	21 14 0	12 4 0	95
100	30 10 0	17 2 0	27 10 0	15 10 0	22 10 0	12 13 0	100
105	31 15 0	17 16 0	28 10 0	16 2 0	23 4 0	13 2 0	105
110	33 0 0	18 10 0	29 10 0	16 12 0	23 18 0	13 10 0	110
115	34 5 0	19 4 0	30 10 0	17 3 0	24 12 0	13 18 0	115
120	35 10 0	19 18 0	31 10 0	17 14 0	25 6 0	14 5 0	120
125	36 10 0	20 10 0	32 5 0	18 3 0	26 0 0	14 13 0	125
130	37 10 0	21 0 0	33 0 0	18 12 0	26 12 0	15 0 0	130
135	38 10 0	21 12 0	33 15 0	19 0 0	27 4 0	15 6 0	135
140	39 10 0	22 2 0	34 10 0	19 8 0	27 16 0	15 13 0	140
145	40 10 0	22 14 0	35 5 0	19 16 0	28 8 0	16 0 0	145
150	41 10 0	23 4 0	36 0 0	20 5 0	29 0 0	16 6 0	150
155	42 10 0	23 16 0	36 15 0	20 14 0	29 10 0	16 12 0	155
160	43 10 0	24 6 0	37 10 0	21 2 0	30 0 0	16 18 0	160
165	44 10 0	24 16 0	38 0 0	21 8 0	30 10 0	17 3 0	165
170	45 10 0	25 6 0	38 10 0	21 13 0	31 0 0	17 8 0	170
175	46 5 0	25 16 0	39 0 0	21 18 0	31 10 0	17 14 0	175
180	47 0 0	26 6 0	39 10 0	22 4 0	31 18 0	18 0 0	180
185	47 15 0	26 16 0	40 0 0	22 10 0	32 6 0	18 4 0	185
190	48 10 0	27 6 0	40 10 0	22 16 0	32 14 0	18 8 0	190
195	49 5 0	27 16 0	41 0 0	23 2 0	33 2 0	18 12 0	195
200	50 0 0	28 4 0	41 10 0	23 6 0	33 10 0	18 16 0	200
205	50 10 0	28 8 0	41 18 0	23 11 0	33 16 0	19 0 0	205
210	51 0 0	28 14 0	42 6 0	23 16 0	34 2 0	19 4 0	210
215	51 10 0	29 0 0	42 14 0	24 0 0	34 8 0	19 7 0	215
220	52 0 0	29 5 0	43 2 0	24 5 0	34 14 0	19 10 0	220
225	52 10 0	29 11 0	43 10 0	24 9 0	35 0 0	19 14 0	225
230	53 0 0	29 15 0	43 18 0	24 14 0	35 6 0	19 17 0	230
235	53 10 0	30 2 0	44 6 0	24 18 0	35 12 0	20 1 0	235
240	54 0 0	30 8 0	44 14 0	25 3 0	35 18 0	20 4 0	240
245	54 10 0	30 13 0	45 2 0	25 7 0	36 4 0	20 7 0	245
250	55 0 0	30 19 0	45 10 0	25 12 0	36 10 0	20 11 0	250
255	55 10 0	31 4 0	45 18 0	25 16 0	36 16 0	20 14 0	255
260	56 0 0	31 10 0	46 6 0	26 1 0	37 2 0	20 17 0	260
265	56 10 0	31 16 0	46 14 0	26 5 0	37 8 0	21 1 0	265
270	57 0 0	32 1 0	47 2 0	26 10 0	37 14 0	21 4 0	270
275	57 10 0	32 7 0	47 10 0	26 14 0	38 0 0	21 8 0	275
280	58 0 0	32 13 0	47 18 0	26 19 0	38 6 0	21 11 0	280
285	58 10 0	32 18 0	48 6 0	27 3 0	38 12 0	21 14 0	285
290	59 0 0	33 4 0	48 14 0	27 8 0	38 18 0	21 18 0	290
295	59 10 0	33 9 0	49 2 0	27 12 0	39 4 0	22 1 0	295
300	60 0 0	33 15 0	49 10 0	27 17 0	39 10 0	22 4 0	300

Fig. 25. Scale of Charges for Traders' Season Tickets on a Northern English Railway.

(See page 77.)

VIII

WORKMEN'S FARES

THE Cheap Trains Act of 1883, to which I alluded some time ago when dealing with the question of passenger duty, provides (1) that if at any time the Board of Trade have reason to believe

(a) that upon any railway or part of a railway or upon any line or system of railways, whether belonging to one company or to two or more companies which forms a continuous means of communication, a due and sufficient proportion of the accommodation provided by such company or companies is not provided for passengers at fares not exceeding the rate of one penny a mile, or

(b) that upon any railway carrying passengers proper and sufficient workmen's trains are not provided for workmen going to and returning from their work at such fares and at such times between six o'clock in the evening and eight o'clock in the morning, as appear to the Board of Trade to be reasonable,

then, and in either case, the Board of Trade may make such inquiry as they think necessary, or may, if required by the company or any of the companies concerned, refer the matter for the decision of the Railway Commissioners, who shall have the same power therein as if it had been referred to their decision in pursuance of the Regulation of Railways Act, 1873.

(2) If, on an inquiry under this Act, it is proved to the satisfaction of the Board of Trade or the Railway Commissioners, as the case may be, that such proper and sufficient accommodation or workmen's trains as aforesaid are not provided by any railway company, the Board of Trade or the Railway Commissioners, as the case may be, may order the company to provide such accommodation or workmen's trains at such fares as, having regard to the circumstances, may appear to the Board or the Commissioners to be reasonable.

(3) If any company on whom an order is made under this Act to provide proper and sufficient accommodation of workmen's trains refuse—or at any time after the expiration of one month from the making thereof neglect—to comply with the order, the Board of Trade shall issue a certificate to that effect to the Commissioners of Inland Revenue, and after the date of such certificate the company shall lose the benefit of this Act and be liable to pay in respect of the fares received after such date the same amount of passenger duty as would be payable if the passenger duty had not been varied as provided by this Act, and shall continue so liable in respect of all fares received up to the date at which the Board of Trade certify that the company has complied with the said order. Where two or more companies are concerned, the certificate shall state whether both, or all, or one or more, and which of them, is in default.

A little over two years ago a Select Committee was appointed by Parliament to inquire into the working and administration of the Cheap Trains Act of 1883, and to report whether, and if so, what amendments are reasonable and necessary to improve the service of workmen's trains in the Metropolis and elsewhere, and to secure the provision of the accommodation required by workmen by all railway companies. This Committee met on 14 occasions, and having examined a number of witnesses, who gave some remarkable evidence as to the classes of people using these tickets, have now issued a very interesting report in a Blue Book, which can be purchased from the Law Stationers for 9*d.* This report states, among other things, that no railway company has refused to comply with any order issued by the statutory tribunal in connexion with the issue of these cheap tickets for workmen. It is also stated that the companies have taken a generous view of this question and have not hesitated to carry in their workmen's trains, shop and warehouse assistants, builders' foremen, barmaids, commissionaires and so on.

There is a great difference in the fares charged by several railway companies for workmen's tickets; for example, for a 2*d.* return fare a workman is conveyed a distance of 10½

miles and back on one branch of the Great Eastern Railway near London, this being the result of a special bargain under a private Act of Parliament.

In this regard I may remark that there is a legal obligation put on railway companies in connexion with their schemes of extension to re-house the ejected people within one mile of the spot from which they are expelled by the pulling down of the houses before commencing the railway improvements. This is a real hardship, as apart from the delay thereby caused to the carrying out of their plans, the railway companies have been forced to construct fresh dwellings of such a type that the low rents fixed by the Home Office have left them wholly unremunerative, while the dwellings themselves have been so far superior to the previous slums, that the people ejected from the latter have refused to go into them, and the new dwellings have been tenanted instead by artisans, clerks, and others who have been in no way concerned in the cleared area.

The usual practice in the North of England is to charge on the basis of a single fare for the double journey for daily workmen's tickets, and to issue weekly tickets at the sum of five single fares, the tickets being generally available by trains departing up to 8 a.m., excepting on Mondays, when they are available by trains arriving at destination station up to 9 a.m. This concession is made by the railway companies to meet the case of workpeople whose employment does not commence on Monday mornings until about 9 o'clock, and obviates the necessity for them to wait about in the streets, a practice not altogether unattended with temptations. The tickets are available for the return journey after 4 p.m. on all days except Saturdays, when they are acknowledged after 12 noon.

I now come to the end of my time allotted to the lectures to deal with this somewhat extensive and complex subject. I should have liked to go into the matter in greater detail if time had permitted but I hope that what has been explained to you from an elementary point of view will enable young railwaymen to grasp the main principles on which the British system of rates and fares has been built up.

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